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[a1351]

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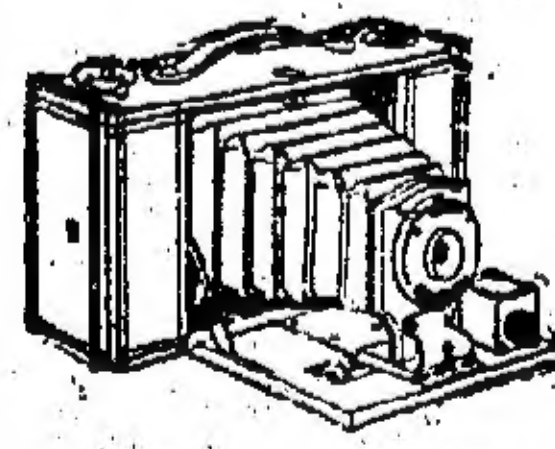


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The Daily Press.

HONGKONG, MAY 17TH, 1911.

Our Peking Correspondent has telegraphed the news that the Imperial Postal administration in China is to be taken over by the Board of Posts and Communications on the 28th inst. That the announcement is received at Peking with grave misgiving for foreign residents is not surprising, for the condition of the telegraph service of China under purely Chinese control is an object lesson which it is impossible to ignore. Dr. Morrison has quite recently described it as the worst in the world. "There is no uniform rate, no secrecy, and the offices are overburdened with officials ignorant of telegraphy." It would be extremely deplorable if the very fine Postal Service inaugurated by Sir Robert Hart should share this fate. Unhappily there is only too much reason for fear on this score. Apparently there is to be a foreign chief of the administration, but doubts seem to be entertained in Peking as to whether he will be given that independent control of the staff which alone can ensure the maintenance of the high state of efficiency which has won for the Imperial Chinese Postal Service while controlled by the Inspector-General of Customs a reputation of which all concerned in the administration may be justly proud. It is felt that in the present condition of China direct control by qualified foreigners is essential for a considerable time to come, but unless expenditure on the

development of the service is much restricted - which ought not to be contemplated - it is evident that there will be great temptation to do without a Foreign staff, which must necessarily be well paid. It has been stated by no less an authority than Mr. H. B. Morris that it is probable that a complete severance of Customs and Postal expenditure would add to the latter "some lakhs of taels a year," for the salaries of the Inspector-General, the Deputy Postal Secretary, the District Postmasters, *ex officio*, the District Accountants and many subordinate employees are not, at the present time, a charge on postal funds. Mr. Morris also states that the mass of printed forms required, about thirty millions in a year, are provided without special accounting; office accommodation is provided on Customs premises at many of the smaller ports; and steamer mail subsidies are paid from Customs funds. The Staff of the Imperial Post Office at the present time appears to consist of about 150 foreigners and between 6,000 and 7,000 Chinese, but the service is continually being extended in all directions, and a larger staff and larger means are required yearly. The present Chinese clerical staff consists of linguists and non-linguists. Chinese linguist clerks possess a practical knowledge of English and do duty at the head offices or act in charge of branch offices at places where foreign communities are found. Non-linguists are not required to know a foreign language and work at head offices under the linguists, or in charge of various establishments inland. Grades and rates of pay are fixed, and all employees advance by promotion. Chinese clerks are guaranteed, and the whole system, which, it is stated, in the main rests on honesty and efficiency, works satisfactorily, cases of loss, misbehaviour or peculation being of extremely rare occurrence. The part which competent and effective supervision at the head offices plays in all this is too obvious to need emphasis; and it is in the highest degree essential that this supervision should in no way be weakened. An Imperial postal service in China is a vast undertaking, and we can quite understand that it is growing beyond the capacity of the Customs Service to control, and that the time has therefore arrived when a severance is necessary. It can only be hoped that the Yu-Chuan-pu, which was created in 1906 to take the supreme, though nominal, control of the Service, will see to it that the fine organisation built up by Sir Robert Hart and his coadjutors will be retained unimpaired by any false economies and will be further developed until the postal service extends to the remotest corners of the vast Empire and becomes in fact as well as in name Imperial.

Two more cases of plague in the Colony were notified yesterday, bringing up the total to 31.

A Model Yacht Club has been formed at Shanghai with Mr. J. C. Macdonnell as commodore.

At the Magistracy yesterday Mr. Hazland imposed a fine of \$250 on a Chinese who was found selling opium.

For returning from banishment a Chinese was yesterday sentenced by Mr. Hazland to six months' imprisonment and four hours in the stocks.

The marriage of Miss Jacks and Captain C. H. Douglas St. Clair is announced to take place on Wednesday, June 7th, at St. John's Cathedral.

The man who was stabbed last week during a quarrel in a restaurant has since died in the hospital. His assailant, who is believed to be an ex-lunatic, has not been arrested yet.

A highway robbery on the Stanley Road was reported to the police on Monday. Two men are stated to have held up a villager at the top of the gap and robbed him of the few dollars of which he was possessed.

It is expected that the interport match at Shanghai will be started on Wednesday, the 31st inst., or Thursday, the 1st June, and it is probable that an interport tennis contest will also be arranged while the Hongkong men are in Shanghai.

Mr. M. S. Myers, American Vice-Consul-General at Tientsin, has been granted leave of absence and will take a trip out to West China. His office at Tientsin has been taken over by Mr. H. G. Baugh, who was recently transferred from Mukden, where he was Vice-Consul.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:-

Wilkinson & Grist	\$25
Radoel & Co.	10
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The Municipal Police of Shanghai have just been enriched by the gift of a number of extra ponies who in the past have won many races for their owners and they will now and their days in peace in the police service. Um-pu was presented by Mr. Geo. Dallas, China by Mr. Ellis Radoel, Dinns Ken by Mr. J. A. Brad, and Heraldie, who has won many races in Tientsin, Shanghai, Hankow and Hongkong, by Mr. Reynell.

The house of Mr. O. H. Rathford at Shanghai has been burglariously entered and about \$400 worth of silver, including shooting and owing cups, was stolen.

A public subscription at Shanghai inaugurated by the *N.C. Daily News* for the benefit of the widow of M. Vallon, the unfortunate aviator who met his death there recently, amounted at date of latest mail news to nearly \$3,500.

The death is announced of Father Porrio, from typhus, while engaged in succouring the distressed in the Central China Famine district. This is the fifth case of typhus among the Catholic and Protestant missionaries who have been distributing relief, but fortunately all the others have survived.

The lecture which was announced last week to be given by Rev. W. H. Foster Pegg at the Chinese Y. M. C. A. on the subject "Nansen's Farthest North" was postponed to this week, Thursday, 18th May, at 8 p.m. This is one of the regular lectures which is given in the hall of the above institution each Thursday evening. Next week Dr. J. C. McCracken, of the University Medical School in Canton, will lecture on the "University of Pennsylvania." Both of these lectures will be illustrated by the use of lantern slides.

The Governor of British North Borneo and Mrs. Guertiz, who are now at Home, recently met with what might have been a most serious accident. Travelling rapidly down the Strand in a taxi, the traffic was suddenly checked by a policeman. A motor bus, just behind the taxi, failed to answer to the brakes, and the taxi was sandwiched between the bus and a larger van in front. His Excellency and Mrs. Guertiz were both severely shaken, though fortunately escaped without injury. The taxi was wrecked.

The death is announced, on April 29, in London, of Mrs. Lewis (Sarah) Moore, wife of the late Mr. Lewis Moore, of Shanghai, after a long illness. Mrs. Moore was an old resident, and one of the best known of the International Settlement, where she had a large circle of friends. Her husband, the late Lewis Moore, was the founder of the firm which still exists in Shanghai. Mr. Moore held a leading position among Freemasons, and was at one time head of the Shanghai Fire Brigade, besides taking a leading part in other public institutions. It is now some years since Mrs. Moore retired to England to devote herself to her daughter's education, and her death will be much regretted by friends, both at Home and in the Far East.

THE EARTHQUAKE.

NEWS FROM CANTON AND MACAO.

Our Canton Correspondent writes: "This morning (15th inst.) about 12.45 a.m. a distinct earthquake shock was felt all over Canton. There was a severe tremor, but not sufficiently strong to do any damage. The shock only lasted a few seconds, but many of the natives were severely startled by it. Earthquakes are said to be of very rare occurrence here, and it is thought that the shock indicates that there was a severe earthquake either in Japan or Java."

Our Macao Correspondent writes: "A rather strong earthquake shock was experienced here at 12.45, but no damage was done. The Government in 1906 purchased a seismograph, but I understand it still remains in the packing case, as nobody has been found competent to set it up. Now that the Government is desirous of creating a Public Improvements Fund, may I suggest that this instrument be sold and the proceeds devoted to the aforesaid fund?"

Swatow also felt the shock.

MACAO NOTES.

[FROM OUR OWN CORRESPONDENT.]

Macao, May 15th.

It is announced that the Census returns taken last year are in course of publication, but the reports are said to be unreliable, and it is doubtful if the exact number of the population can be stated. It looks as if we shall have to adhere to the census of 1896. It is a crying shame that the Government having spent a considerable amount of money on the work (\$7,000), should have nothing to show for it. Somebody is to blame.

Some three months ago the principal owners of property in the City petitioned the Government against the colour-washing regulation, but it seems that no attention has been paid to this. It is stated that a second petition is being prepared to be sent direct to the Home Government under the care of Dr. Mansilla, ex-Colonial Secretary. It is hoped that this gentleman will do something in the interests of the Colony in Lisbon.

LOCAL SPORT.

The tennis team of the Chinese Y.M.C.A. will play Queen's College team on their own grounds at Causeway Bay on Wednesday afternoon at 4.30 o'clock. This is one of the fixtures in the Hongkong Tennis League.

K.C.C. TENNIS TOURNAMENT.

FURTHER RESULTS.
"B" class Singles, Second Round.-Kynock (reco. 3/6) beat Boorman (reco. 6/4, 3/6, 6/4).
Ches (reco. 15/1) beat Brett (reco. 15/1) 6/3, 6/1.

"THE FOLLIES."

Mr. Henry Dallas' Company returned from the North by the P. & O. steamer *Scitia* yesterday. The Company give their first return performance at the Theatre this evening.

TELEGRAMS.

[Protected by the Telegraph M. & G.
Copyright Ordinances, 1894.][BRUTE'S SERVICE TO THE "HONGKONG
DAILY PRESS."]STANDARD OIL CO. AND
ANTI-TRUST LAW.THE TRUST ORDERED TO
BE DISSOLVED.

LONDON, May 16th.

The Supreme Court of the United States at Washington has confirmed a decision of the Lower Court in the Standard Oil case, holding that the Company has violated two sections of the Anti-Trust law, and orders the Trust to be dissolved within six months.

HISPANO-JAPANESE TREATY.

LONDON, May 16th.

The Spanish Foreign Minister and the Japanese Minister at Madrid have signed a Treaty of commerce and friendship.

THE VETO BILL.

LONDON, May 16th.

The House of Commons has passed the third reading of the Veto Bill by 362 votes to 241.

BRITISH BUDGET ANTICIPATIONS.

LONDON, May 16th.

Scidom has there been such difference shown in the City on the eve of the Budget as at present, and it is confidently expected that there will be few changes, though the removal of the protective duty on cocoa is considered certain.

THE KAISER IN LONDON.

LONDON, May 16th.

The Kaiser and Kaiserin, accompanied by their daughter, arrived in London yesterday and were welcomed by King George, Queen Mary, and other Royal personages. Subsequently they drove to Buckingham Palace. The royal visitors were greeted by large crowds who cheered loudly en route.

[FROM THE "N.C. DAILY NEWS."]

THE OPIUM AGREEMENT.

"THE TIMES" COMMENT.

London, May 16th.

In a leading article *The Times* says that it still remains to be considered what the precise effect of the opium agreement will be upon Indian finances. The prospect of the almost immediate termination of the trade will inevitably cause serious dislocation of the Indian Budget and will probably entail fresh taxation.

[FROM THE "CABLENEWS-AMERICAN."]

THE SITUATION IN MEXICO.

Washington, May 16th.

Reports from Mexico indicate that the rebels are gaining daily in strength. Francisco Madero, leader of the revolt, is now in Juarez, personally organizing a government.

At the same time he is reorganizing his military forces and preparing for an expedition against the city of Mexico. Supplies are now being brought into Juarez for the provisioning and equipping of the rebel forces. No opposition to this is being offered in view of the fact that the army of the insurrection is the de facto government of Juarez and its civilian population.

Ambassador Wilson has summoned the other foreign diplomats in Mexico and plans for the defence of the foreign legations and lives and property in the Mexican Capital have been formed. These have been submitted to the Mexican Minister of Foreign Affairs, Senor de la Barra, and have been approved by him.

NORTH BORNEO AND THE
CORONATION.

The proposal to establish a North Borneo Cot in some London Hospital as a memorial to the late King has fallen through, from lack of support, says the *B. N. B. Herald*, a sum of \$3,365 only having been collected or promised. It is now proposed to offer the return of sums already paid. Some of the suggestions now made are:—A museum at Sandakan, botanical or public gardens at Sandakan, public reading rooms at Sandakan and Jesselton, a sanatorium or Hill Station, drinking fountains, and improvements to recreation grounds in Sandakan and Jesselton.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

Canton, May 14th.

DYNAMITE IN A COFFIN.

Yesterday a big find of dynamite was made under the most remarkable circumstances. Some days ago a man hired a house in San Kwal Street in the old City and brought a family there. The day before yesterday bitter cries were heard coming from the house, and it was said that one of the inmates had suddenly died. Before long a coffin was delivered at the door, but it was noticed that, contrary to custom, the undertaker went away at once. The suspicions of the neighbours were aroused and the matter shortly reported to the police. Yesterday a number of police went to the house to search it, but having found nothing they turned their attention to the coffin, which when opened was found to contain not a body but a large number of dynamite bombs. The whole household was at once placed under arrest and the premises sealed up. The amount of ammunition and arms lately seized by the Government has been very great and of the value of several thousands of taels. Every day the authorities are becoming more cognizant of the fact that the rebels must be backed by plenty of money, for all the arms are expensive modern weapons. The informer who gave information regarding the arms seized yesterday in Honam has been rewarded with a sum equal to half the value of the weapon discovered.

RIOT AT A THEATRE.

There was a serious disturbance outside the Sai Kwan Theatre last night. A man had a quarrel with a gate-keeper regarding the price of a ticket, and an off-duty policeman arrested them both. This caused the bystanders to become excited, and they made a rush on the policeman. In the scuffle the gate-keeper was wounded on the head, and one of the crowd was stabbed in the back with a knife. The police were quite unable to stop the row, and then the crowd began to pelt the theatre with stones, breaking many windows and lamps. By this time a member of the Self-Government Society had arrived on the scene, and began to make a speech, asking the people to desist from their riotous conduct. It was of no avail, however, and it was not till a force of soldiers had arrived and cleared the street that order was restored. At 10.30 p.m. the audience, which all this time had been in a state of terror, was escorted out of the building.

COLLAPSE OF A HOUSE.

Near the North Gate there is a bridge known as Chong Yuen K'in, and it was near this structure that a fierce fight took place with the rebels and after the trouble several persons were executed there. A may be imagined, all these occurrences have filled the neighbourhood with fear and the people are too terrified to come out after dark for fear of meeting with the "Kwais," or spirits of the departed. Last night at about the 4th watch a house at the north end of the bridge collapsed with a great noise, and the neighbourhood was thoroughly alarmed. Even when daylight came the people refused to open their doors, and it was not until a strong body of police arrived on the scene that anyone ventured out.

SUICIDE.

Yesterday a young man aged 20 living in Sin Yung Street committed suicide by hanging himself from a beam. Some time ago this young fellow fell out of his queue, and because of this someone denounced him to the authorities as a rebel. Although there is reason to believe that he was entirely innocent the young fellow preferred to die rather than submit to interrogation.

PROTECTING THE MANCHURIAN SETTLEMENT.

Hitherto many of the streets in the Eight Banner Settlement have been without gates, while even those gates that do exist are old and rotten and useless for purposes of defence. Orders have now been given that strong iron gates are to be placed at the entrance to every street in the Settlement. To still further protect the Manchurian machine guns have been posted at certain commanding points and the guards in the Settlement have been augmented. Of all people in Canton the Manchus have most to fear in case of a rebellion, for it is more than probable should the rebels get the upper hand the Eight Banner Settlement would be the scene of a massacre.

TO INCREASE THE TROOPS.

In spite of the arrival of four regiments from Kwong Sai the Peking Government considers that Canton is still insufficiently garrisoned. Orders have been given to the Viceroy of the Hupoh Province to send a detachment of men to this city and a large amount of ammunition is to be sent with them.

FURTHER ALARMS.

I have just heard from a man who has just come in from the City that the revolutionists have posted notices on the city gates warning people to take their women and children away without delay as a great rising will take place during the present night. The same man tells me that some of the Government Schools have closed again to-day for the safety of the pupils. It is doubtful, however, if the rebels will rise, as the authorities have in no wise relaxed their vigilance and all things are ready to suppress any further rising. Of course, the success of the Government depends entirely on the loyalty of the troops, and from what I gather from various sources this is not to be too greatly depended on.

Canton, May 15th.

DE. SUN YAT SEN.

It is reported here that the revolutionists have had word that Dr. Sun Yat Sen left Sumatra, en route for China, where he intends to personally lead the rebels in an attack on the Government.

I do not know how much truth there may be in this statement, but if he were to land here it is highly probable that his presence would be the signal for a much more serious revolt than that which has just been suppressed.

DISCREDITING A RUMOUR.

I have reported on former occasions the excitement that has been caused here by the rumour that China was to be divided up among certain Foreign Powers. The Viceroy has just received a telegram from Peking to the effect that such a rumour is entirely false and has in all probability been invented by the revolutionists for their own purposes. H.E. has been commanded to convey this news to the people without delay in order that all excitement on this account may be allayed. The Viceroy has ordered the Taoist of Constabulary to report the same to the Canton Press Association in order that full publicity may be given of the fact that no partition of China is intended. Even when the people see this in print it is doubtful if it will be believed, for the inhabitants of this City seem never to be happy unless they are "up against" the foreigner for some "aggression" real or imagined.

THE YUET HON RAILWAY.

The vexed subject of this railway is again occupying the attention of the Government. The authorities in Peking have stated that the present management of the concern is very bad and should be taken out of the hands of the merchants, who at present control it, and be placed under the Imperial Government. It is said that the following three points have been agreed upon: (1) The Board of Communications will buy back all the shares in the railway which are at present held by merchants and others of the general public; (2) Merchants will be allowed to build branch lines to act as feeders to the main line; (3) A large portion of the profits of the line after it has been taken over by the Government is to be used in the opening up of mines in various places through which the line passes. Viceroy Chang has been told to appoint a special deputy to examine into the financial position of the railway and to report as soon as possible. Public opinion here seems to be against the scheme, as the people think the Board will have recourse to a foreign loan to redeem the line from the merchants.

CORONATION CELEBRATION
FUND.

ADDITIONAL SUBSCRIPTIONS.

Dr. J. W. Noble	\$250
Netherlands Trading Society	250
Russo-Asiatic Bank	250
Whiteway, Laidlaw & Co	25
W. S. Brown	10
J. Hooper	5
C. H. W. Key	5
T. W. Robertson	5
P. B. Wolff	5
E. S. Ford	5
J. Hyde	5
E. Pakham	5
E. H. Neave	5
A. H. Haron	5
E. Unsworth	3
S. R. Imall	3
S. H. Sopher	3
O. S. Mooney	3
C. F. Li	3
Leung Kam Lau	3
Jamoi Khan	2
Lau Yung Fok	2
C. H. Tsan	2
Fung Chow Ling	1

Also a cheque for \$15,000 has been received from Mr. Chan Kai Ming on behalf of the Chinese Community, a list of whose names will be published at a later date.

HONGKONG LEGISLATIVE COUNCIL.

A meeting is called for Thursday.

Hon. Mr. C. M. Ede will ask the question of which he gave notice at the last meeting relating to the Military Contribution.

The orders of the day are:—
First reading of a Bill entitled An Ordinance to amend the Foreign Offenders Detention Ordinance, 1872.

Second reading of the Bill entitled, An Ordinance to authorise the publication of a Newly Revised Edition of the Revised Edition of the Statute Laws of the Colony prepared in virtue of Ordinance No. 12 of 1900.

Second reading of the Bill entitled, An Ordinance to amend the Law with respect to Persons carrying on business as Money-lenders.

Second reading of the Bill entitled, An Ordinance to amend the University Ordinance, 1911.

Second reading of the Bill entitled, An Ordinance to amend the Sale of Food and Drugs Ordinance, 1895.

Third reading of the Bill entitled, An Ordinance for regulating the supply of Electricity for Lighting and other purposes within the Colony of Hongkong and its Dependencies.

Second reading of the Bill entitled, An Ordinance to amend the Tramway Ordinance, 1902.

* Will not be proceeded with at this meeting.

THE WRECK OF THE "ASIA."

The wreck of the steamer *Asia* as it lies on Fingee Kook is to be sold by public auction. An announcement to this effect appears on page 4.

The tugboat which has been standing by since shortly after the wreck is due at Shanghai in a few days, says the *Shanghai Times* of the 10th inst., and the wreck will be guarded from further pillage by two or three war junks.

The auction will be held by Messrs. Hopkins, Dunn & Co. at their office, on Tuesday, May 23. None of the loot taken by the robbers from the steamer has yet been recovered, the officers of the Chinese gunboat despatched to go in a search without special permits from the Taoist and soldiers. As soldiers are on the war junk the authorities may be induced to use them, but it is quite probable that the thieves have taken good care to get their plunder out of reach by this time.

SUPREME COURT.

Tuesday, May 16th.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS FERGUSON
(CHIEF JUSTICE).

INTERESTING SHIPPING CASE.

In the matter of an arbitration between the Java China Japan Lijn and Olof Wijk & Co. China Agencies, Ltd., a special case was submitted for the opinion of the Court. The arbitrators, Messrs. R. Shewan and D. W. Craddock, with Mr. G. H. Medhurst as umpire, made certain findings of fact. The case to be argued was upon questions of law arising out of the charter party.

Hon. Mr. H. E. Pollock, K.C., instructed by Mr. J. Scott Harston, appeared for the Java China Japan Lijn and Mr. Eldon Potter, instructed by Mr. G. A. Hastings, appeared for Messrs. Olof Wijk & Co. China Agencies, Ltd.

Mr. Pollock submitted shortly his right to begin. His clients chartered a steamer called the *Victoria* from Olof Wijk & Co. The particular charter with which his Lordship was concerned was a time-charter running for a period of one year from October 1st last year. Before the charter had proceeded as much as half its course his clients claimed to be entitled for certain reasons to cancel the charter and to recover certain damages by reason of the ship chartered not being a first class risk in local insurance offices. The matter was referred to arbitrators under an arbitration clause, and Mr. Slade first appeared for the Java China Japan Lijn. It appeared to have been settled by the arbitrators that Mr. Slade was right in beginning before them, and Mr. Pollock submitted that if that position was correct then it was equally correct now.

His Lordship—What is the general principle of beginning arbitrations?

Mr. Pollock—I take it that the general principle is the same as it would be in Court.

His Lordship—You claim to cancel the charter, but you would not be plaintiff in an action.

Mr. Pollock—We not only cancelled the charter, but we also claimed damages in respect of our having had to pay extra premiums.

His Lordship—You would have been plaintiff in the action?

Mr. Pollock—Yes. It would be part of our case that we were entitled to claim damages by reason of the ship not being a first class risk, and it would also involve our right to cancel the charter party.

Mr. Potter thought the position would be as his Lordship had put it. If there was no arbitration the position would have been that his friend's clients would have cancelled the charter party, he would have brought an action for damages, and the other side would have counterclaimed for breach of charter conditions. A special case had been drafted on his clients' application, and the only point was as to whether he was entitled to begin.

His Lordship—Are the findings of fact in your favour, or in favour of the other side?

Mr. Potter—We say they are in our favour, but I think the majority of the facts have been agreed.

His Lordship—I think we had better follow what was done before.

Mr. Pollock then proceeded to read the special case, which showed that the following questions of fact had been submitted to the arbitrators, and their replies are appended:

(1) Was the steamship *Victoria* insurable as a first class risk in local insurance offices?—No.

(2) Prior to October 1st, 1910, did Mr. Bisschop discuss with Mr. Nilsson the possibility of difficulties arising as to insurance of cargo owing to the age of the *Victoria*?—Yes.

(3) At the time he signed the charter party was Mr. Bisschop aware that the local insurance offices would not accept the *Victoria* as a first class risk?—No.

(4) At the time he signed the said charter did Mr. Bisschop believe that the local insurance offices would probably not accept the *Victoria* as a first class risk?—No.

Upon these findings of fact by the arbitrators, the Java China Japan Lijn asked them to submit the following questions for the opinion of the Court:—

(1) Were Olof Wijk & Co. precluded by law or by the rules of evidence from putting questions 2, 3 and 4 to the arbitrators?

(2) Was the *Victoria* insurable as a first class risk in local insurance offices as stipulated for by the time-charter?

(3) If the answer to the second question is in the negative, did the fact that the *Victoria* was not a first class risk entitle the Java China Japan Lijn to (a) cancel the time-charter; (b) recover damages in respect of such breach of condition or warranty?

(4) Are the Java China Japan Lijn entitled as an item of such damages as aforesaid to recover from Olof Wijk & Co. the premium amounting to 831.90 guilders, \$770, which the agents of the former paid for extra premium under the time-charter, of January 19, 1911, on account of the *Victoria* not being a first class risk?

Messrs. Olof Wijk & Co. asked the arbitrators to submit the following questions for the opinion of the Court:

(1) Have the charterers terminated the said charter party on the ground that the *Victoria* is not insurable as a first class risk in the local insurance offices?

(2) If they have, were the charterers entitled to terminate it, in view of the facts agreed and found by the arbitrators, on the ground that the steamer is not insurable as a first class risk?

(3) If they have not terminated the said charter party, are the charterers entitled to terminate it on the ground that the steamer is not insurable as a first class risk in view of the facts agreed and found by the arbitrators?

(4) Have the charterers expressly or impliedly waived the condition that the *Victoria* should be insurable as a first class risk in the local insurance offices?

(5) If the charterers have terminated the signed charter party, and were not entitled so to do, what damages are the owners entitled to recover from the charterers?

Mr. Pollock said his Lordship had before him the findings of the arbitrators that the *Victoria* was not a first class risk in local insurance offices. If he would refer to the charter party his Lordship would see the importance of these words, and the language used in reference to her being insurable. This time-charter contemplated a succession of voyages to be undertaken during the charter party, and after stating that the ship should be insurable as a first class risk, there was a warranty that she should be maintained by her owners during the continuance of this charter. Therefore the warranty was not limited to the commencement of the charter, or to the commencement of the first voyage undertaken under the charter, but it extended to every lawful voyage taken subsequently under the charter. If the ship was not a first class risk some very serious consequences would follow. In the first place, it would be difficult for the charterer to get shippers to ship cargo by his ship if they found on application to the insurance companies that they had to pay extra premium by that ship. Persons who chartered ships did so often with the idea that if freight rose they in their turn might re-charter them at a profit. On the continuing warranty that the ship should be a first class risk, they were entitled to say that they would not go on continuing difficulties for themselves when she was not. They were not bound to continue loading a ship for successive voyages if they could satisfy the Court that the continuing undertaking by the owners had been broken.

Mr. Potter said Mr. Pollock's case apparently was that the charterers were entitled at any time to give up the boat they had charge of should they choose to do so at the end of five months.

His Lordship—No, that is not his case. It is that on the knowledge of the fact that the vessel was not insurable he was entitled to give up the boat.

Mr. Potter said his friend's position appeared to be that after using the boat for five months the charterers, becoming aware that she was not insurable as a first class risk, were entitled to terminate the charter. He hoped to show his Lordship that that was an impossible position in law. The charterers having used the vessel for five months were precluded from treating this condition as a condition precedent. The law was clear that they must complete their contract, and their remedy was to sue for damages, if they had suffered any, at the end of the contract. In this case the charterers had, from a time subsequent to October 1st and prior to the 19th, known that the *Victoria* was not a first class risk. He submitted that the letter of February 22nd from the Java China Japan Lijn terminated the contract, and that his client was entitled to bring action against that line for breach of contract. The really important point his Lordship had to decide was whether or not the charterers were entitled to terminate the contract.

The further hearing was adjourned.

AN ARBITRATION DIFFICULTY.

His Lordship delivered his decision on the question of costs raised in connection with the arbitration in which the Wing On Company and Sander, Wier & Co. were the parties.

The Hon. Mr. H. E. Pollock, K.C., instructed by Mr. G. K. Hall Bratton (of Messrs. Bratton & Hett), represented the Wing On Company, and Mr. C. G. Alabaster, instructed by Mr. Jackson (of Messrs. Johnson, Stokes & Master), appeared for Sander, Wier & Co.

His Lordship, in the course of his judgment, said the Wing On firm, in the circumstances detailed in the opinion which he delivered on the case stated by the arbitrators, had now moved the Court for an order against Messrs. Sander, Wier & Co. for their own costs, and of the arbitrators and of incidental to the special case, and the supplement thereto, and the argument thereon before the Court. He was of opinion that he had no jurisdiction to order costs originally, and that he had no jurisdiction, apart from any other question, to order them now. As to the question of the costs of this motion he had been much puzzled, but after giving it his best consideration, he had come to the conclusion that in the peculiar circumstances of the case this motion must come within the same principle, that it was an incident of the reference. Therefore he would make no order, but would leave it to be decided by the arbitrators when they dealt with the costs of the arbitration. Any order which his Lordship might make might unduly influence the arbitrators in coming to a decision on the question of costs generally, and the normal order would allow immediate taxation, which would not be right.

THE OWNERSHIP OF SHARES.

Judgment was delivered in an issue in the action, Chan Yung Y. Chan Yung Shi and Chan Wai Chi, to determine whether Chan Wai Chi, or through him the mortgagee, Ho Man, was entitled to the possession of 24 shares in the Hongkong and Shanghai Banking Corporation now in the possession of J. H. Seth, the receiver in the estate, and as to whether the defendant is entitled to the possession of 12 new shares in the same corporation.

Mr. Eldon Potter, instructed by Mr. C. E. H. Beavis (of Messrs. Wilkinson & Grist), appeared for Chan Wai Chi and Ho Man, and Mr. H. E. Pollock, K.C., instructed by Mr. Hind (of Messrs. Bratton & Hett), appeared for Chan Yung Y.

In delivering his decision his Lordship said he had said more than once that he had little sympathy with a Chinese who when he came of age, sought to disturb the family arrangements which had been carried on by the guardians and head of the family in accordance with Chinese custom, to apply to it the more rigorous rules of English law. Still, if it was a case to which English law applied, and the conduct of those in charge of the property was clearly proved to have been contrary to English law, then he must enforce the law. Chan Wai Chi financed the family, and when his advances had reached about \$20,000 Wong Shi transferred these shares to him in payment. Now Chan Wai Chi said he could not be called on to replace these shares in the estate because he was the registered owner of them. Registration was certainly a *prima facie* title against all the world, but in this case there was a superior *prima facie* title—that of the estate, of which the shares formed part. They were transferred to him after the death of the owner, and which he had intermeddled, and could be called upon to justify his title. His Lordship did not require to go into the question as to whether in fact it could be said that the estate owed him the money. He decided on the simple fact that Chan Wai Chi had not proved his title strong enough to prevail against the claim of the estate to the shares, and he (Chan Wai Chi) must therefore put them back into the estate, and he must recover what he had advanced from the people to whom he advanced it. His Lordship decided on the issue that Chan Wai Chi was not entitled to retain the shares, and that he must return them to the estate together with the twelve new shares, receiving the amount he paid for these new shares. The Registrar would report as to the dividends and adjust the account for them and interest on the amount paid.

THE SHANGHAI DRESSMAKER'S ACTION.

THE JUDGMENT.

The Chief Justice of H. M. Supreme Court, Shanghai, delivered the following judgment in the case of *La Maison Parisienne v. C. H. Rutherford and Mrs. C. H. Rutherford*, reported in our yesterday's issue.

The *ratio decidendi* in these cases is as to whether the wife is the agent for her husband for the purpose of a particular transaction, which is under consideration. An agency may be presumed; it may be direct. There is no evidence that there is any express agency here; but an agency may in certain cases be presumed, and it is presumed from the station in life which is occupied by a married couple, and from other circumstances, the authority to purchase such commodities as will naturally fall within the wife's department may be presumed by her. Now, in this case we have the husband with an income, now, as he has told us, of \$500 a year, or which may possibly in certain years be more. He is living in a house in Markham Park, with his wife, for which he pays a rental of £15. 35, which in Shanghai is a low rental. This house cannot be a large one. To this house at different times during the past five months have been sent goods which amount to something like \$3,600 from one establishment alone. The bill which is before me is for dress—various articles of dress, and for nothing more. I should presume from the nature of the establishment of the plaintiffs that the other goods supplied were of the same nature. There is nothing to show they were not. Indeed, there has been evidence to show a good many dresses and articles of kind for her were included in them. If therefore comes to this that in this case Mrs. Rutherford has spent in money during the last five months at the rate of \$750 a year, her husband's income being \$500. It seems to me impossible to come to the conclusion that the husband can possibly have conferred upon her, even by presumption, the authority to spend such a sum in clothes. Then beyond that, we have the further fact that this lady had an income of her own, or, at all events, that she had a sum of money, some seven years ago belonging to her, part of which was invested and which she drew upon, supposing it has gone now, must have produced some \$600 a year. She had been drawing upon that, and she refused to give any account of it to her husband. Not only that, but these goods were paid for by her with cheques drawn on her own private account at her own bank; and these cheques were given to the shop which collected the monthly payments due to plaintiff's establishment at her house, during such hours as her husband would not be there. The question to decide in all these cases is one of fact, and for the short reasons which I have given, I have no doubt whatever about it that the husband has given no express authority to pledge his credit, and no such authority can be presumed in the circumstances of the case. There will, therefore, be judgment against the bill as has been proved, and the case will be dismissed with costs as against the first defendant. I do not know how the second defendant makes any claim, and I am not entitled to say that the first defendant must pay them. In the first instance you (the plaintiff) must pay them.

Mr. Douglas asked that he should be allowed to get from Mrs. Rutherford the costs that he would have to pay to Mr. Rutherford.

His Lordship said he did not know whether he could make the order in her absence.

Mr. Douglas said that he could. The only assets they knew of would be situated in the room in the Kailos. There had been some difficulty about writs of execution being issued there.

His Lordship said that immediate execution would issue, if there was any difficulty, any obstruction to the officers of the Court, such obstruction would be at the risk of any persons doing so. He did not imagine they would meet with any.

RUBBER LITIGATION.

BIG DAMAGES CLAIMED FROM SINGAPORE BROKER.

Before the acting Chief Justice, Sir Archibald Law, in the Supreme Court, at Singapore, last week, the hearing was commenced of an action brought by Mr. Robert Passmore Sibby, an engineer, of Shanghai, to recover from Mr. John Graham Boyd, broker, of Singapore, (1) \$124,315.96 for money payable by the defendant to the plaintiff for money received by defendant for breach of contract; and (2) for \$112,022.23 for the use of plaintiff; and (3) for \$112,022.23 damages for breach of contract; and (4) for special damage, Mr. B. St. J. Bradell, with whom was Mr. J. G. Campbell, appeared for plaintiff, and Mr. Stevens represented defendant.

HAMBURG LETTER.

[FROM OUR OWN CORRESPONDENT.]

April 22.

THE FINANCIAL SCHEMES.

As I foreshadowed in my last letter a fortnight ago, the financial scheme emanating from the joint committee of the Senate and the *Burgerschaft* has not met with universal approval. The proposed increase in the harbour and tonnage dues more especially has called forth energetic protests from all interested in the trade of the port and its shipping. The *Hamburger Beiträge* in an article last week points out how any increase in the charges must necessarily tend to divert the inland traffic to a still greater extent than is already the case to other ports, such as Antwerp, Rotterdam, Copenhagen and Trieste, where the rates are considerably lower than in Hamburg and which are being brought within easier reach of merchants and manufacturers in the interior of the country by the construction of new railways and canals, such, for instance, as the Tansen Railway in Austria. The opening of this line last year caused, as readers may remember, considerable uneasiness in commercial circles here, it being feared that a large proportion of goods for the East might be henceforth shipped from South Germany and the Rhine via Trieste instead of Hamburg, as the route is shorter and the Austrian Government is offering every facility in order to attract the traffic. The Chamber of Commerce thought the matter of sufficient importance for it to address the Minister of Railways in Berlin on the subject with a view to obtaining a reduction in the railway rates from the interior to this port. So far nothing seems to have come of it, but, as the *Beiträge* rightly observes, it is to be expected that the imperial government will grant preferential rates when they find that the authorities here, instead of endeavouring to lessen the cost of shipping goods, propose to add to them? They are already much in excess of those in the ports named, a regular liner, for instance, discharging, say, 3,800 tons of merchandise in packages and 4,700 tons of grain in bulk and loading as return freight some 9,000 tons of different kinds would at the present rates have to pay in Hamburg M.5,085; in Antwerp M.4,035, in Copenhagen M.1,165 and in Trieste M.2,585, besides which there is an extra charge of 10 Pf. per 100 kilos landed on or loaded from the quays. No such rate is levied in any of the other towns except in Rotterdam, where, however, it amounts to only one-fifth of what it comes to here. It is not to be wondered at therefore that freights from the Black Sea, India and the River Plate for goods shipped in bulk are as a rule sixpence higher in Hamburg than to the other ports. Moreover, the railway here charges from 10 Pf. to 20 Pf. per 100 kilos for the use of its dock sidings, whereas in other places the companies deliver the goods on the quay; in Holland they even grant rebates on the carriage to regular shippers. Another circumstance which places Hamburg at a disadvantage is the want of quay room, owing to which steamers not belonging to the regular lines are frequently obliged to discharge in the river. This is a convenient arrangement in many ways for goods in bulk such as grain, nitrate of soda, &c., intended for transhipment by water to the interior, but for other goods the lighterage is a heavy item, besides in winter, when the river is full of ice, the lighters and barges employed very often in severe weather become icebound, a cause of endless delay and heavy additional expense. It is to be hoped that with the extension of the harbour now going on this practice may be more and more abandoned, but higher quay dues are hardly likely to conduce to it.

The other taxes proposed do not seem to find more favour in the eyes of the public, with the exception perhaps of the additional death duties; the death duties have last year been made an imperial tax, of which only a portion goes to the individual States, and the authorities now suggest supplemental rates for the sole benefit of the republic.

THE BOARD OF TRADE RETURNS.

The Board of Trade returns for the first three months of the present year again compare favourably with those for the same period in 1910, the total imports to Germany amounting to M.2,355, 47,000, against M.2,280,611,000, and the exports from the various ports of the empire to M.2,539,302,000 against M.2,481,151,000. The following are some of the chief items in thousands of marks:—

Imports.	1911	1910
Agricultural produce	1,559,328	1,466,234
Mineral raw materials	179,260	161,538
Wax, Oils and Fats	5,044	4,396
Chemical and Pharmaceutical products	93,853	98,096
Animal and Vegetable spinning material	209,495	220,671
Leather and leather goods	36,654	42,691
Indian rubber goods	7,138	6,396
Paper, Cardboard and stationery	6,883	5,239
Books, paintings, engravings, &c.	10,896	9,836
Stone earthenware and glass	12,230	10,901
Precious metals, jewellery, &c.	66,110	96,951
Other metals and metal manufactures	111,440	110,822
Machinery and electro-technical articles	19,282	21,631

Exports.	1911	1910
Agricultural produce	375,512	347,408
Mineral raw materials	148,358	120,521
Wax, Oils and Fats	10,327	9,209
Chemical and pharmaceutical products	192,884	169,673
Animal and vegetable spinning	353,611	327,654
Leather and leather goods	95,261	102,951
Indian rubber goods	13,811	12,143
Paper, Cardboard and stationery	54,219	49,436
Books, paintings, engravings, &c.	22,147	22,129
Stone earthenware and glass	45,829	42,973
Precious metals, jewellery, &c.	25,824	67,636
Other metals and metal manufactures	322,727	274,794
Machinery and electro-technical articles	215,516	172,317

The cultivation of cotton in Russia is steadily increasing; the area planted in Dnestrosettles amounted to 299,392 in 1910 against 201,501 in 1909; in the Forghana district, to 29,355 against 26,435; in that of the Syr-Darja, to 22,143 against 18,577; in Samarkand, and to 28,343 against 26,168 in the trans-Caspian territories. The yield in pounds was in Forghana 20,673,143 against 11,421,608; in Syr-Darja 1,301,226 against 1,218,420; in Samarkand 933,350 against 725,468 and in the trans-Caspian territories 2,580,884 against 1,390,268. The Russian Government, fully recognizing its importance for the spinning industry of the country, is granting every encouragement to the extension of the cultivation of the fibre.

COMPANY REPORT.

PEAK TRAMWAYS COMPANY, LIMITED.

The Report of the Directors for the year ending 30th April, 1911, reads:—

Gentlemen,—The Directors now beg to submit to you their Report and Statement of Accounts for the year ending 30th April, 1911.

The Net Profit for the twelve months, after deducting Directors' fees and General Managers' remuneration and providing for losses on subsidiary coins, amounts to

To balance brought forward from last account

Making available for appropriation \$55,833.80

The Directors recommend that a Dividend at the rate of 8 per cent. per annum be paid to Shareholders, amounting to \$240,000, of which \$100,000.00 be written off Permanent Way and Concession (new line) Account, and that the balance of \$1,833.80 be carried to a new Profit and Loss Account.

Mr. Simon A. Levy and Hon. Mr. Henry Keswick having resigned, Mr. C. S. Gubbay and Hon. Mr. C. H. Ross were invited to occupy the vacant seats on the Board. In accordance with Rule 73 of the Company's Articles of Association, Dr. J. W. Noble, Sir Horamuge Mody, Hon. Mr. C. H. Ross, Mr. J. Scott Harston and Mr. C. S. Gubbay retire, but being eligible offer themselves for re-election.

The Accounts have been audited by Messrs. W. H. Potts and A. R. Lowe. Mr. Potts and Mr. Lowe offer themselves for re-election.

HENRY HUMPHREYS, Chairman.

Hongkong 15th May, 1911.

To Coals and Stores	\$ 11,995.47
To Charges	3,425.67
To Maintenance and Repairs	10,185.20
To Rat s, Crown Rent and Fire Insurance	1,193.86
To Salaries and Wages	24,910.99
To Mortgage Interest on R.B. Lot 80	2,029.92
To Allowance to General Managers to cover office Rent and Clerks' Salaries	6,000.00
To Directors' Fees	\$2,500.00
To Remuneration to General Manager, 5 per cent. on gross earnings	5,035.25
To Balance	7,503.25
	\$32,819.32
	\$103,065.08

By Traffic Receipts (after deducting loss on subsidiary coins)	\$96,957.58
By Advertisement Rents	301.40
By Rent Account	315.00
By Interest	2,471.60
By Transfer Fees	19.50
	\$100,065.08

BALANCE SHEET at 30th April, 1911.

Capital Account:—

75,000 shares of \$10 each

Less unallocated, \$9 per share on 50,000 shares

Reserve fund

Mortgage B. B. Lot No. 80

Unexpired season tickets

Sundry creditors

Profit and loss account

From last year

Profit and loss for the year

Permanent Way and Concession (old line)

Do (new line)

Per last Report

Less written off

Stations, Crown Leasholds and Buildings (Inland Lots 1,317, 1,333, 1,334, 1,335, 1,353 and R. B. Lots 80 and 86), per last Report

Add alterations, &c., since effected

Rolling Stock

Office Furniture

Coals and Stores in hand

Sundry Debtors

Cash in Hongkong and Shanghai Bank

Cash and Co's. Orders in hand

JOHN D. HUMPHREYS & SON, General Managers.

COMPANY DIVIDENDS.

The Directors of Linggi Plantations, Limited, have decided to recommend payment of a final dividend of 8 1/2 per cent., making a total of 23 1/2 per cent. for the year 1910.

The Shanghai Mutual Telephone Co. pay a dividend of 1 1/2 shares, and a bonus of 1 1/2 per share, and place 10,000 to equalisation of dividend fund.

The Directors of Weeks & Co., Ltd., of Shanghai have decided to recommend to the General Meeting of Shareholders that the amount standing at the credit of Profit and Loss for the year ended 28th February, 1911, after having paid an interim dividend of 3 per cent. in December, should be disposed of as follows:—A final dividend of 6 per cent. per annum—\$24,000.00; Write off property additions account, \$1,803.39; Place to reserve account \$10,000.00; Carry forward to new account, \$11,105.33—\$46,914.77.

INTIMATIONS

IT PAYS YOU
TO BUY
THIS
WHISKY.

M.P.

Whisky is good, so good that the demand for it is steadily and rapidly increasing—after all, that is the supreme test of quality. We want you to know its good qualities, and the only way is for you to try it. Next time order

NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Chartered Steamship

"SOBERNIK,"
Captain Schardow, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given To-day.
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to sale.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 18th inst., at 3 P.M.
No Fire Insurance will be effected by us in any case whatever.
HAMBURG-AMERIKA LINE,
Hongkong Office,
Hongkong, 15th May, 1911. [704]

SHIRE LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Steamship

"BRECONSHIRE,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given To-day.
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to sale.

No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 15th May, 1911. [703]

FROM EUROPE.

THE H.A.L. Steamship

"SCANDIA,"
Captain Knudsen, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given To-day.
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to sale.

No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 15th May, 1911. [712]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by DAVID SASSOON & Co., Ltd., Agents.
Hongkong, 15th May, 1911. [711]

MITSU BISHI GOSHI KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT.

*SOLE PROPRIETORS OF TAKASIMA, OCHI, MUTABE, YOSHINOTANI, HOJO, KANADA, NAMAZUTA, SAYO, SHINKEW and KAMAYAMADA.
Collaborators.
SOLE AGENTS FOR KISHITAKE COALS.

HEAD OFFICE: MARUNOUCHI, TOKYO.

BRANCH OFFICES:—NAGASAKI, MOJI, KATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above: IWASAKI.

Codes, AL ABC 5th Ed., Western Union.

AGENTS:—

YOKOHAMA: M. ABADA, Esq.
CHINKIANG: Messrs. GARDNER & Co.
MANILA: Messrs. MACDONALD & Co.
SINGAPORE: Messrs. BORNHOFF & Co., Ltd.

For Particulars, apply to

Y. SHIBUYA,

Manager,

No. 2, Pedder Street, Hongkong.

Hongkong, 12th May, 1911. [636]



NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG: LANE, CRAWFORD & Co., and from ALL WINE MERCHANTS.

[56]

PLASMON

COCOA

"A Delicious Beverage of much greater nutritive value than ordinary Cocoa."

—British Medical Journal.

PLASMON IS USED BY THE ROYAL FAMILY.

Pilsener, Ltd., London, Eng.

STOMALIX

Sole de Carles. Cura Dyspeptica and 50 per cent. of Diseases of the Stomach and Intestines, painful and otherwise.
Distributing Agents: FRANKS NEWBURY & SONS, Ltd., London, Eng.

APENTA

Natural Aperient Water

For use by

THE BILIOUS,

THE GOUTY,

THE CONSTIPATED,

and

THE OBESE.

DOSE:—A Wineglassful before Breakfast.



APIOLINE

(CHAPOTEAUT)



LADIES

For functional troubles, delay, pain and those irregularities peculiar to the sex.
Prescribed by the highest French Medical authorities and superior to Tansy, steel Drops and Penny royal.

CHAPOTEAUT, 8, rue Vivienne, Paris.

Sold by all Chemists.

[103-3]

WOMAN'S VANISHED SPHERE.

[BY OLIVE SCHREINER.]

Whatever the result of the changes of modern civilization may be with regard to the male, he certainly cannot complain that they have as a whole robbed him of his fields of labour, diminished his share in the conduct of life, or reduced him to a condition of morbid inactivity.

In our woman's field of labour matters have tended to shape themselves wholly otherwise. The changes which have taken place during the last centuries, and which we sum up under the compendious term "modern civilization," have tended to rob woman, not merely in part but almost wholly, of the more valuable of her ancient domains of productive and social labour; and, where there has not been a determined and conscious resistance on her part, have nowhere spontaneously tended to open out to her new and compensatory fields.

It is this fact that constitutes our modern "Woman's Labour Problem."

Our spinning-wheels are all broken; in a thousand huge buildings steam-driven looms, guided by a few hundred thousands of hands (often those of men), produce the clothings of half the world; and we dare no longer say, proudly, as of old, that we alone clothe our peoples.

Our looms and our gristmills passed from us long ago, when the ploughman and the miller took our place; but for a time we kept fast possession of the kneading-trough and the brewing-vat. To-day steam often shapes our bread, and the loaves are set down at our tables by a man-driven motor-car. The history of our household drunks we know no longer; we merely see them set before us at our tables. Day by day machine-prepared and factory-produced viands take a larger and larger place in the dietary of rich and poor, till the working man's wife places before her household little that is of her own preparation; while among the wealthier classes, so far as domestic change goes, men are not unfrequently found labouring in our houses and kitchens, and even standing behind our chairs ready to do all but actually place the morsels of food between our feminine lips.

In every direction the ancient saw, that it was exclusively the woman's sphere to prepare the viands for her household, has become, in proportion as civilization has perfected itself, an antiquated lie.

Even the minor domestic operations are tending to pass out of the circle of woman's labour. In modern cities our carpets are beaten, our windows cleaned, our floors polished, by machinery, or extra domestic, and often male labour. Year by year, day by day, there is a silently working but determined tendency for the sphere of woman's domestic labour to contract itself; and the contraction is marked exactly in proportion as that complex condition which we term "modern civilization" is advanced.

It manifests itself more in England and America than in Italy and Spain, more in great cities than in country places, more among the wealthier classes than the poorer, and is an unflinching indication of advancing modern civilization.

But it is not only, nor even mainly, in the sphere of woman's material domestic labours that change has touched her and shrunk her ancient field of labour.

Time was when the woman kept her children about her knees till adult years had passed. Then came the training and influence which shaped them. From the moment when the infant first lay on her breast, till her daughters left her for marriage and her sons went to take shares in man's labour, they were continually under the mother's influence.

To-day, so complex have become even the technical and simpler branches of education, so mighty and inexorable are the demands which modern civilization makes for specialized instruction and training for all individuals who are to survive and retain their usefulness under modern conditions, that from the earliest years of its life, the child is of necessity largely removed from the hands of the mother, and placed in those of the specialized instructor. So marked has this change in woman's ancient field of labour become that a woman of almost any class may have borne many children and yet in early middle age be found sitting alone in an empty house, all her offspring gone from her to receive training and instruction at the hands of others.

The ancient statement that the training and education of her offspring is exclusively the duty of the mother, however true it may have been with regard to a remote past, has become an absolute mis-statement; and the woman who should at the present day insist on entirely educating her own offspring would, in nine cases out of ten, inflict an irreparable injury on them, because she is incompetent.

But, if possible, yet more deeply and radically have the changes of modern civilization touched our ancient field of labour in another direction—in that very portion of the field of human labour which is peculiarly and organically ours, and which can never be wholly taken from us. Here the shrinkage has been larger than in any other direction, and touches us women more vitally.

Time was, and still is among almost all primitive and savage folk, when the first and all-important duty of the woman and her society was to bear to the world, and to bear uncaringly! On her adequate and persistent performance of this passive form of labour, and on her successful feeding of her young from her own breast and rearing it, depended not merely the welfare but often the very existence of her tribe or nation. Where, as is the case among almost all barbarous peoples, the rate of infant mortality is high; where the unceasing casualties resulting from war, the chase, and acts of personal violence tend continually to reduce the number of adult males; where surgical knowledge being still in its infancy, most wounds are fatal; where, above all, recurrent pestilence and famine, unfailing if of irregular recurrence, decimate the people, it has been all-important that woman should employ her creative power to its very utmost limits if the race were not at once to dwindle and die out.

"May thy wife's womb never cease from bearing" is still to-day the highest expression of good will on the part of a native African chief to his departing guest. Incessant and persistent child-bearing is the highest duty and the most socially esteemed occupation of the primitive woman, equalling fully in social importance the labour of the man as hunter and warrior.

Even under these conditions of civilization which have existed in the centuries which divide primitive savagery from high civilization the demand for children was continually to be met by the part of the woman as her loftiest social duty has generally been hardly less imperative. Twenty men had to be born, fed at the breast, and reared by women to perform the crude brute labour which is performed to-day by one small well-adjusted steam crane; and the demand for large masses of human creatures as mere reservoirs of motor force for accomplishing the simplest processes was imperative. So strong

[An abridgement of part of the first chapter of Woman and Labour. Published by T. Fisher Unwin.]

indeed, was the consciousness of the importance to society of continuous child-bearing the part of woman, that, as late as the middle of the sixteenth century Martin Luther wrote: "If a woman becomes weary or at last dead from bearing, that matters not; and he doubtless gave expression, in a crude and somewhat brutal form, to a conviction common to the bulk of his contemporaries both male and female.

To-day this condition has almost completely reversed itself. The advance of science and the amelioration of the physical conditions of life tend rapidly toward a diminution of human mortality while yet more seriously has the demand for woman's labour as child-bearer been diminished by changes in another direction.

Every mechanical invention which lessens the necessity for rough, untrained, muscular, human labour diminishes also the social demand upon woman as the producer in large masses of such labourers. Already throughout the modern civilized world we have reached a point at which the social demand is not in the least for human creatures in bulk or as beasts of burden, but rather, and only, for such human creatures as shall be so trained and cultured as to be fitted for the performance of the more complex duties of modern life. Not now, merely for many men, but rather for few men, and those few well-born and well-instructed is the modern demand. It is certain that the time is now rapidly approaching when child-bearing will be regarded rather as a lofty privilege, permissible only to those who have allowed their power rightly to train and provide for their offspring, than a labour which is itself, and under whatever conditions performed, is beneficial to society.

Thus it has come to pass that vast numbers of us are, by modern social conditions, prohibited from child-bearing at all; and that even those among us who are child-bearers are required, in proportion as the class or race to which we belong stands high in the scale of civilization, to produce in most cases a limited number of offspring; so that even for those of us, child-bearers, and suckling, instead of filling the entire circle of female life from the first appearance of puberty to the end of middle age, becomes an episodic occupation, employing from three or four to ten or twenty of the three-score-and-ten years which are allotted to human life. In such societies the woman's sphere, so profoundly true when made with regard to most savage societies, and even largely true with regard to those in the intermediate stages of civilization, that the main and continuous occupation of all women from puberty to age is the bearing and suckling of children, and that this occupation must fully satisfy all her needs for social labour and activity, becomes an antiquated and unimagined mis-statement.

Looking round, then, with the unflinching impartiality we can command on the entire field of woman's labour, we find that the ancient field of woman's labour, which we have shrunk away for ever, and that the remaining fourth still tends to shrink.

It is this great fact, so often and so completely overlooked, which lies at the propelling force behind that vast and restless "Woman's Movement" which marks our day. It is this fact, whether clearly and intellectually grasped, or as is more often the case, vaguely and painfully felt, which creates in the hearts of the best modern European women their passionate, and at times it would seem almost incoherent, cry for new forms of labour and new fields for the exercise of their powers.

Thrown into strict logical form, our demand is this: We do not ask that the wheels of time should reverse themselves, or the stream of life roll backward. We do not ask that our ancient spinning-wheels be again reassembled and placed on our hands; we do not demand that our old gristmills and looms be again betaken entirely to this ancient province of war and the chase, leaving to us all domestic and civil labour. We do not even demand that society shall immediately so reconstruct itself that every woman may be again a child-bearer (deep and over-mastering as lies the hunger of motherhood in every virile woman's heart); neither do we demand that the children whom we bear shall again be put exclusively into our hands to train. This, we know, cannot be. The past material conditions of life have gone for ever; no will of man can recall them; but this is our demand: We demand that in that strange new world that is arising alike upon the man and the woman, where nothing is as it was and all things are assuming new shapes and relations, that in this new world we also shall have our share of honoured and socially useful human toil, our full share of the labour of the Children of Woman. We demand nothing more than this, and we will take nothing less. This is our "Woman's Right!"

THREE MEN IN A BOAT.
THE TALE OF AN ADVENTUROUS VOYAGE TO BATAVIA.

Open boat adventures in these seas are not of common occurrence, or, if they are, they seldom reach the stage of newspaper publicity. It is therefore with some interest that we relate the following.—Mr. A. van der Poorten, a gentleman who owns property on the south coast of Java, recently brought out from England a 30 foot motor boat for service on the coast, and essayed to take the small craft to Batavia under its own power. It has an 18 h.p. engine. The party, consisting of the owner, an engineer friend and a native seaman, weighed anchor from Singapore one fine morning some weeks back, when all was calm and bright; so much so that at five o'clock the next morning the boat had gone 104 miles, right beyond Batoe. Then came the catastrophe—the engine jibbed and no amount of physical or any other sort of persuasion would make it do another revolution. A small tug-sail was therefore hoisted, and some slow progress was made to the nearest land, which appeared most likely to afford succour and, perhaps, the possibility of a tow by a passing steamer. After a painfully slow trip the land was reached, but no help was forthcoming, and a course was made for Vuntok under sail. The fate was not kind, however, for the little craft was carried this way and that by currents; at one spot the boat was carried into breakers on a rock-bound coast and the crew had a hard job to keep her from getting stove in. Eventually, the party got into touch with a Dutch Government official who towed them with his launch to where they were able to get a small Chinese steamer for Singapore and they duly reached this port with their boat—and with a considerable quantity of experience. They were away altogether three weeks, and though none of them suffered from the trip, they are not keen on making a second attempt. For this reason, the craft will be shipped down to Batavia on Saturday next by a Dutch steamer.—*Straits Times.*

"WITH DOG AND GUN IN THE NEW TERRITORY."

BEING the Series of Articles recently contributed to the "HONGKONG DAILY PRESS" by "SPORTSMAN," reproduced in book form.

PRICE ONE DOLLAR.

Hongkong, 29th October, 1910.

BOVRIL



"Montserrat" LIME JUICE

is a drink with an interesting flavour; it is a pure natural product—not a chemical concoction.

Fresh ripe cultivated limes are alone used in the manufacture of "MONTSERRAT" LIME JUICE.

SUPPLIED IN TWO FORMS—Unsweetened, i.e., Plain Lime Juice. Sweetened, i.e., Lime Juice Cordial.

600-1

JOHN ROBERTS & CO., LTD.,

BILLIARD TABLE MAKERS, BOMBAY.

UNDERTAKE to Supply a First-class Full Sized BILLIARD TABLE, design No. 1, to following Specification, viz.: On Eight Massive Turned Legs, raised panels to Carved Bracket Knees, Screwed Mouldings, double bolted, best Welsh Slate Bed, extra heavy solid cushion rails fitted with our new low set Express Cushions, patent invisible Pocket Plates, best Whipcord Pockets, Six Chalk Cups, Superfine West of England Cloth, and patent adjusting toes, with lever for levelling, complete with the following accessories:—

12 Selected Ash Cues.
1 Best Rest with Patent Brass Head.
1 Billiard Rest with Patent Brass Head.
1 Long Butt.
1 Mid Butt.
1 Billiard Marking Board.
1 Dust Cover for Table.
Straightedge and 1 Circle.
1 Best Spirit Level.
1 Smoothing Iron with Shoe.

1 Wall Cue Rack.
1 Wall Butt Rack.
1 Set Billiard Rules, Framed.
1 Best Billiard Brush.
1 Set "Crystalite" or "Bonzoline" Bill. Ball.
1 Box Best Cue Tips, assorted.
1 Cue Tip Fastener with File.
1 Bottle Cue Cement.
1 Box Silk Spots.
2 Dozen Best White Chalk.

Packed and delivered free on Board Hongkong or Shanghai Harbour for the sum of Rs. 1,400 nett.

Illustrated price lists giving prices and particulars of everything pertaining to billiards can be had on application from the Office of this paper.

[1134-1]

DENTISTRY

DR. M. H. CHAUN, DENTAL SURGEON.

33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3. From the University of Pennsylvania, U.S.A.

Telephone 125.

Hongkong, 27th January, 1910. [408]

SIEN TING, SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 11th September, 1905. [478]

NEW CARTRIDGES.

BY popular English Manufacturers. In All Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 888G. at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906. [608]

SCOTCH WHISKY.

SOLE AGENTS IN HONGKONG, CHINA & MANILA.

A. S. WATSON & Co., Ltd.

[555]

THIS WONDERFUL SYPHON.

Makes Mineral Water instantly at 90 cents a dozen Syphons. Anyone can do it. Failure is impossible. And you can save 50 per cent. by making your own Mineral Waters at home with the

"PRANA"

SPARKLET SYPHON,

which lasts a lifetime and can be purchased from any Chemist or Store.

PRICE:—\$2 Each.

BULBS at 90 cents per box.

WHOLESALE PRICE:—

SYPHONS per doz \$16.00 f.o.b.

BULBS per doz. boxes \$8.00 f.o.b.

KWONG SANG HONG, LTD.,

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[396]

**MEN-OF-WAR ON THE CHINA
AND JAPAN STATION.**

in the construction of writing machines which are behind the Remington Typewriter man everything to the purchaser. He knows that he is getting a reliable machine when he buys a **REMINGTON.**

SOLE AGENTS

EXPERIENCE
which are behind the
the purchaser. He
time when he buys a

A black and white illustration of a woman with dark, wavy hair, wearing a striped shirt, sitting at a desk and operating a vintage typewriter. The typewriter is a heavy, dark-colored model with a sheet of paper inserted. The woman is shown in profile, looking down at the keyboard. The background is plain.

THE DIRECTORY AND CHRONICLE 1911.

**China, Japan, Korea, Indo-
China Siam, Straits Settle-
ments, Malay States,
Netherlands India,
Philippines, Borneo, etc.**

PLAN OF THINGTUA (KIACHIEAU)
PLAN OF FOIHGEE CONCEPTION, SHANGHAI
PLAN OF HONGKONG (SHANGHAI) with INDEX
Showing the EXTENDED SATURATED DISTRICT
LARGE PLAN OF THE CITY OF VICTORIA
PLAN OF NEW TERRITORY (KOWLOON)
PLAN OF KOWLOON
PLAN OF MANILA
PLAN OF WATLON
PLAN OF SAIGON
PLAN OF SINGAPORE
PLAN OF BATAVIA
PLAN OF BANGKOK

The CHRONICLE covers the notable events of the last half-century in the Far-East-together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia, the various Customs Tariffs, Trade Regulations, Chambers of Commerce, Codes of Commissioners, Consular and Court Fees, Hongkong Stamp Office, Postal Guide, Signal Codes, Chinese Customs, and Codes of Money, Weights and Measures and other Commercial Information including—

TREATIES WITH CHINA

(Great Britain—Nanking, 1842; Tientsin, 1858; Tariff Agreement and Rules, 1859 Convention, 1860; Convention for Joint Regulation of Customs Revenues, 1869; Chefoo, 1876, with Additional Article; Opium Convention, 1890; Chungking Convention, 1891; Tibet Sikkim Convention, 1890; Burnaby Convention, 1897; Kowloon Extension, 1898; Weihaiwei, 1898; Convention, Commercial, Shanghai, 1902; Emigration Convention, 1904.

France—Tientsin, 1858; Convention, 1860; Tientsin, 1885; Conventions, 1860, 1887 and 1895; Frontier Trade Regulations.

United States—Tientsin, 1858; Additional, 1868; Peking, 1860.

Germany:—Tientsin, 1801; Peking, 1880; Kiaochau Convention, 1898; Railway and Mining Concessions, 1898.
Japan:—Shimonoseki, 1895; Liaotung Convention, 1895; Commercial, 1896; New Port 1896; Supplementary Commercial, 1903.

Russian:—St. Petersburg, 1881; Russian Land
Trade, 1881.
Portugal, 1888; Commercial Treaty, 1904.
FINAL PROTOCOL made between China and
Eleven Powers, 1901.
TREATIES WITH JAPAN
Great Britain, 1894; Duties Convention, 1905.

Russian, Agreements as to Korea; United
States, Extradition Treaty, 1888; Great
Britain (Alliance) 1905; Russia (Peace
Treaty) 1905.

TREATIES WITH COREA
Japan, 1876; Japan Supplementary, 1876;
Treaty, 1904 and 1905.

TREATIES WITH SIAM
Great Britain, 1855, 1899 and 1909, France,
1898 and 1904; Japan, 1893; Russia, 1899.
Great Britain and France, Siamese Frontier.
Great Britain and Russia, Railway Convention,
1900.

1880.
CUSTOMS TARIFFS
TRADE REGULATIONS
China, Japan, Siam, Corea.
LEGAL DOCUMENTS
Orders in Council for Government of H.B.M.'s
Subjects in China and Corea, and in Siam.

Rules of H.B.M.'s Supreme and other Courts in China, &c.; Tables of Court and Consular Fees; Charter of the Colony of Hongkong; Malaya States Federation Agreement; Table of Hongkong Court Fees; Admiralty Rules; Foreign Jurisdiction Act; Regulations for the Consular Courts of United Kingdom.

States; United States Consular and Court Fees; Rules of Court of Consuls of Shanghai; Chinese Passenger Act; Hongkong Licences, Trade Marks, and Letters Patent Fees; Port Regulations for China; Harbour Regulations for Japan.

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laicity, despatch-boat, 700 tons, 4 guns, 2,000 i.h.p., Comdr. A. Lowndes, Weihaiwei.
 straca, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain E. B. Kiddle, Shanghai.
 tlas, admiralty tug, 615 tons, 1,400 i.h.p.,

herub, water tank and tug, 390 tons, i.h.p. 340,
Master W. Smith, Hongkong.
lio, British sloop, 1,070 tons, i.h.p. 1,400.,
Comdr. H. R. Yeale, Shanghai.
ame, torpedo-boat destroyer, 340 tons, 6
guns, 5,700 i.h.p., Lt.-Comdr. H. S. Monroe,
Wettersheim.

art, torpedo-boat destroyer, 295 tons 6 guns,
4,000 h.p., Lt.-Comdr. Hon. Guy Stopford
Hongkong.

annus, torpedo-boat destroyer, 320 tons, 6 guns,
3,900 h.p., Lt.-Comdr. M. B. R. Blackwood
Weihaiwei.

ent, armoured cruiser, 9,800 tons, 14 guns.

Admiral Sir A. L. Winsloe, K.C.B.,
C.V.O., C.M.G.,) 14,600 tons, i.h.p. 27,000,
Capt. G. C. Cayley, Shanghai.
Unmanned, armoured cruiser, 9,800 tons, i.h.p.
22,000, Captain L. E. Power, M.V.O.
Welhaiwei.

Lt.-Comdr. Charles Hillarsden-Woodward,
R.N., Yangtze.
Star, torpedo-boat destroyer, 395 tons, 6 guns
6,300 i.h.p., Comdr. Lamb, Weihaiwei.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p.
Lt.-Comdr. Cosmo A. O. Douglas, West
River.

Commodore Byres, Hongkong.
 1. river gunboat, 180 tons, 2 guns, 800 i.h.p.
 Lieut.-Comdr. R. J. Buchanan, Yangtze.
 1. steamer, 710 tons, 900 h.p., Lieut.

guns, 5,900 h.p., Lieut.-Comdr. G. B. Hartford, Weihaiwei.
 Algon, gunboat 195 tons, 2 guns, 800 h.p.
 Lt.-Comdr. M. H. Wilding, Yangtze.
 Adcock, gunboat, 150 tons, 2 guns, 550 h.p.
 Lieut.-Comdr. B. R. Brooks, Yangtze.
 Adlard, gunboat, 150 tons, 2 guns, 550 h.p.

gatenkapitän, Theodor Skerl Edl. von
Schmidthelm

FRENCH.

éron, armoured gunboat, 1,830 tons, 9 guns,
1,700 h.p., Lieut. Bertrand, Saigon
er, 2nd class cruiser, 4,320 tons, 22 guns
5,100 h.p., Commander Fournier, H'kong

Lieut. de Linarès, Shanghai	F R
Armoured cruiser, 7,578 tons, 26 guns, 17,000 h.p.	V
Armoured cruiser, 7,578 tons, 26 guns, 17,000 h.p.	

calm, armoured cruiser, (flagship) 9,367
tons, 36 guns, 19,600 h.p., Rear Admiral
de la Croix de Castries (Commander-in-
chief)

river gunboat, 110 tons, 6 guns, 500 h.p.	Ga
steamer, de Maindreville, Upper Yangtze	He
river gunboat, 130 tons, 4 guns, 280 h.p.	Ni
steamer, Puech, Tongku	Mo
submarine, 70 tons, 60 h.p., Lisent. Mon-	
ner, Saigon	
destroyer, 300 tons, 7 guns, 7,000 h.p.	
steamer, de Montaudou, 100 tons, 11	

destroyer, 330 tons, 6 guns, 6,500 h.p.,	Paris
Reserve, Saigon	Pen
torpedo-depot, Commander Mortanot,	
Longay	
torpedo-depot, Lieut. Bihel, Cap	Pom
Ant-Jacques	For
torpedo-depot, 180 tons, 6 guns, 7 Kp.	

Stain Graf von Posadowsky-Wehner
Kreuzer, Captain Engel

RUBBER COMPANIES

SINGAPORE, May, 4.

For value each share £1. Calls paid up are:—	Malayan Companies	Singapore Fraser & Co's Prices, April 5	Dividends	Par value each share £1. Calls paid up are:—	Malayan Companies.	Singapore Fraser & Co's Prices, April 5	Dividends
15/ paid	Alor-Pongau...	.....	.....	fy. paid	Malacca Ordinary	8.7 9	.....
2/ fy.	Anglo-Johore .....	.....	.....	2/ fy.	Merlimau	6/-	.....
17/6	Anglo-Malay	14.10	75% 10	fy.	Merton Syndicate .....	.....	.....
fy.	Bakau .....	.....	.....	fy.	Mount Austin	1.15 0	.....
fy.	Bantong .....	.....	.....	2/ fy.	Narborough Est. ....	.....	.....
fy.	Batu Caves	10.00	5% 10	14/	North Hummock .....	.....	15% 10
15/ }	Batu Kawan .....	.....	100% 10	2/ fy.	Padang Jawa	4/3	.....
fy.	Batu Tiga	5.2 6	10% 10	fy.	Pandan Johore .....	.....	.....
2/ 1/ }	Berangan Selangor .....	.....	.....	2/ fy.	Pataing	3.2 1 1/2	352% 10
10/ }	Bernam Porak .....	.....	.....	fy.	Pelcap (Johore) .....	.....	.....
fy.	Do. Ordinary .....	.....	3% 09	fy.	Penak	9/4 1/2	124% 10
12/6 }	Bidor .....	.....	.....	10/	Pensiro Est. ....	.....	.....
2/ fy.	Blands Selangor .....	.....	.....	12/6	Prye .....	.....	.....
2/ fy.	Bukit Cioh .....	.....	.....	17/6	Ratanuf .....	.....	10% 10
15/ }	Bukit Kajang	3.0 3	64% 10	12/6	Rembia	10/- pm	.....
2/ fy.	Bukit Mertajam	4/-	.....	fy.	Rim .....	.....	.....
Options }	Bukit Rajah	15.10 0	80% 10	2/ fy.	R. Est. of Krian .....	.....	.....
fy. paid }	Bukit Selangors	6.12 0	7 1/2 10	15/	R. of Johore .....	.....	.....
2/ 10/ }	Castlefield .....	.....	.....	fy.	Sagga	12.10 0	50% 10
8/ }	Chanak Salak R. and Tin .....	.....	.....	2/ fy.	Seafeld	6.10 0	18% 10
3/ fy.	Chersonese	4/6	.....	21 fy.	Selangor	3.2 6	825% 10
5/ }	Cheviot .....	.....	.....	15/	Solekar Rubber .....	.....	.....
2/ 1/8 }	Chota Rubber .....	.....	.....	10/	Sempah	1.17 6 pm	.....
2/ fy.	Cicely Ordinary	2.5 0	150% 10	fy.	Seremban	4.12 3	15% 10
2/ fy.	Do. Preferred	2.5 0	152 1/2 10	2/ 1/	Seremban .....	.....	.....
fy.	Consol. Malay	1.4 7 1/2	76% 10	2/ fy.	Shelford	2.17 8	3 1/2 10
fy.	Damansara	7.10 9	50% 10	16/8	Signating (N. S) .....	.....	.....
fy.	Donastown .....	.....	.....	17/6	Singapore Para	6/-	134% 10
2/ fy.	Eubh. Selangor	1 1/2	30% 10	fy.	Straits (Bertam)	8/ 1.4 1/2	7 1/2 10
fy.	Fed. Selangor .....	.....	90% 10	2/ fy.	Strathmore R .....	.....	.....
4/ 1/0 }	Gna Kee R. Est. ....	.....	.....	15/	Sungei Bahr .....	.....	.....
15/ }	Gariang (Malacca) .....	.....	.....	12/6	Sungei Choh	5.0 0	.....
fy.	Goleonda	5.5 0	25% 10	fy.	Sungei Kapar	14/1 1/2	25% 10
fy.	Golden Hope	5.15 0	40% 10	7/	Sungei Krui .....	.....	.....
21 fy.	Gula-Kalumpang .....	.....	.....	fy.	Sungei Liang .....	.....	.....
fy.	H. and Lowlands	5.12 0	30% 10	7/6	Sungei Salak	4.17 6	.....
15/ }	Inch Kenneth	14.0 0	25% 10	fy.	Sungei Way	6.8 9	30% 10
10/ }	Johore Pari .....	.....	.....	fy.	Tangkah .....	.....	.....
12/6 }	Johore R. Lands .....	.....	.....	16/	Third Mile .....	.....	.....
fy.	Jong-Lander .....	.....	.....	2/ fy.	Tremelbye .....	.....	10% 10
17/6 }	Jugra (Ordinary) .....	.....	25% 10	2/ fy.	Utd. San Betong .....	.....	.....
2/ 1/ }	Juri Estates .....	.....	.....	.....	Val d'Or Est. ....	.....	.....
2/ fy.	K'pong Kuantan .....	.....	.....	.....	Vallambrosa	1.18 0	75% 10
fy.	Kamuning "A"	5/8 pm	16% 10	5/ paid	Trust and Finance Companies:	.....	.....
fy.	Do.	7/8	.....	Options }	Anglo-Straits R. T. ...	.....	.....
7/6 }	Kapar Para	9.6 6	20% 10	5/ paid	Eastern Internat. Trust .....	.....	30% 10
2/ fy.	Kellias .....	.....	.....	Options }	Mid-East Invest .....	.....	.....
fy.	Kepong .....	.....	.....	10/	Rubber Plants. Inves. Trust .....	.....	7 1/2 10
2/ 1/ }	Killinghall .....	.....	33 1/2 10	Options }	R. Share Trust .....	.....	.....
fy.	Kinta Kellias .....	.....	.....	10/ paid	Strait, M. & Trust. ....	.....	.....
2/ 1/ }	Klanang	2/10	.....	15/	India, Ceylon, Borneo, Java and Sumatra.	.....	.....
10/ }	Klian-Kellias .....	.....	.....	fy. paid	Anglo-Java .....	.....	.....
15/ }	Kota Tinggi .....	.....	.....	fy.	Asahan (Sumatra) .....	.....	.....
fy.	Khota Tampar .....	.....	20% 10	fy.	Bangawan R. ....	.....	.....
15/ }	Krubong .....	.....	.....	17/6	Beaufort .....	.....	.....
2/ fy.	Kuala Klang ..	8.6 6	75% 10	13/8	Central Sumatra .....	.....	.....
2/ fy.	Kuala Lumpur .....	.....	5% 10	fy.	Indian Peninsula .....	.....	.....
2/ fy.	Kuala Pahi	10/10 1/2	30% 10	15/	Jawa Amalgam .....	.....	.....
2/ fy.	Kuala Selangor .....	.....	12 1/2 10	10/	.....	.....	.....
15/ }	Labu	5.2 6	.....	fy.	.....	.....	.....
2/ 7/6 }	Lanadron	3.19 3	10% 10	17/6	.....	.....	.....
15/ }	Ledoury	2.1 6 pm	.....	fy.	.....	.....	.....
2/ fy.	Lendu .....	.....	.....	10/	.....	.....	.....
fy.	Linggi	1.13 0	180% 10	fy.	.....	.....	.....
4/ fy.	London Asiatic	14 1/2	10% 10	10/8	.....	.....	.....
13/ }	Lumut Est.	Non.	.....	2/ fy.	.....	.....	.....
2/ fy.	Madingley Est.	10/
fy.	Malacca 7 1/2 Cum. Participating Pref	10.10 0	10 09 2/ fy.

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HONGKONG TIDE TABLE.
From May 17th to 23rd, 1911.

SED THE CANAL.		HIGH WATER.		LOW WATER.	
Days of Week.	Days of Month.	H'kong Mean Time.	Height.	H'kong Mean Time.	Height.
r, Canton, Konang, Si, i, Sateuwa, Soyo Maru, ienau, Neckar. 23th—					

			h. m.	ft. in.	h. m.	ft. in.
Wed.	17		1 0	3 9	3 3	3 5
			10 34	6 8	4 43	1 4
Thurs.	18	noinferior		high-	nor low-	water.
			10 59	6 6	7 41	1 5
Fri.	19	noinferior		high-	nor low-	water.

AT HOME.							
Polynesian.	Sat.	20	m 11 29	b 4	8 44	1 6	
			noinferior	high-	nor low-	water.	
			0 20	b 6 1	9 47	a 6	
	Sun.	21	noinferior	high-	nor low-	water.	
			1 40	a 5 7	10 43	a 1 6	
	Mon.	22	noinferior	high-	nor low-	water.	
			3 30	a 5 5	11 28	a 1 6	

INTEREST.	Tues.	23	m	6	26	4	8	m	11	33	3	9
HALCOMBE					4	56	5	4				

perial Chinese Custom
of "The Mystic
aud" etc.),
which consists of 146
des a Sketch Plan of

**HONGKONG METEOROLOGICAL
REGISTER.**

Hongkong Observatory, May 16th.

Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
---------------------------	-----------------------	----------------------

Barometer	29.86	29.96	29.86
Temperature	73	69	69
Humidity	74	88	96
Wind Direction	ENE	E	E
" Force	4	5	4
Weather	od	odg	ory
Rein.			

Small pressure tank	0.78
Highest open air Temperature on 15th...	77
Lowest open air Temperature on 15th...	71

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

NAVAL DEFENCE OF THE EMPIRE.

AUSTRALIAN PLANS.

Reuter's representative has had an interview with Admiral Sir Reginald Henderson, who has recently returned to England from Australia on the conclusion of his mission to prepare an Australian naval defence scheme. Speaking of his mission to Australia, the Admiral said: "Personally, I was delighted with my visit, and much impressed by the feelings of intense loyalty which existed. The task I had before me was a big one, relating, as it did, to Imperial defence, which must necessarily mean a combination of interests. If the Commonwealth carries out my scheme in its entirety, a very strong force will be available, a force which will prove a great asset to Imperial defence. As to the general reception of my report in Australia I am unable to form an opinion, as the details were only known on the day of my departure, but so far as I could judge at the time I left, the view taken was a favourable one. The Ministers of the Commonwealth, when I came in contact appeared to be pleased with the scheme, and, judging the newspaper comments I saw, the Press was not unfavourable. In preparing my report I had to start from the basis of the safety of Australia and the welfare of the Empire. These were the main questions involved, and in my capacity as a naval man I had nothing to do with political considerations of any sort or kind. The great object I have tried to achieve is that Australia, in the future, be in a position to defend herself, and by so doing bear her share of the Imperial burden. I hold that an enemy threatening any part of the Empire is an enemy to Australia, thus emphasizing the paramount necessity of combining with the Imperial Navy in time of war, for if our command of the sea is threatened, then Australia, or any other part of the Empire, is menaced, and is liable to be drawn into the struggle."

OBJECTS OF COLONIAL NAVY.
The primary object of an Australian Navy, therefore, should be immediate support of the rest of the Empire's naval force. In fact, Imperial naval combination to maintain and fight for, if over threatened, the command of the sea, while the secondary object of Commonwealth naval defence should be to defend Australian coasts, and protect ports and shipping from raids and incursions. If the scheme I have prepared is carried out those objects will, I believe, be accomplished. I have already expressed the opinion that the time has arrived for all parts of the Empire to combine. As regards control of the various naval units, I regard unity of control as essential, and I believe that Australia, although she may retain control of her Navy in times of peace, would in time of war place her fleet under the Admiralty."

ASKED REGARDING THE NEW SITUATION IN THE PACIFIC, Admiral Henderson replied: "The world would appear to trench upon political considerations, into a discussion of which I must decline to be drawn, but there can be no doubt that the creation of an Australian navy must result in a reconsideration of the whole naval problem in the Pacific."

BEFORE THE GIANT PROJECT.
Admiral Henderson said: "The complete scheme covers a period of twenty years, and is based upon the population and commerce of the Commonwealth in comparison with the rest of the Empire. It provides for a fleet of fifty-two vessels, costing about £23,000,000, a personnel of some 15,000 men, an expenditure of £17,000,000 on docks and stores, the grand total of projected expenditure amounting to £88,500,000. The proposed fleet is to be divided into two divisions, with four bases for the eastern division and three for the western. With regard to the personnel, before the expiration of the period of twenty years, the Commonwealth would have Australian-trained senior officers or available and junior officers at a much earlier date, but until then the Commonwealth must draw upon the Admiralty for the loan of officers and men."

THE TRONOH TIN MINES.
The report of the Tronoh mines for the year ended December 31 states that 2,945 tons of tin ore were sold, as contrasted with 2,58 tons during 1909, and the amount realized was £265,475, being an average of £92.18 per ton of ore as against £90.48 for 1909. The directors consider that the increase is most satisfactory, and note the fact that the mining costs have again been reduced. A large amount of prospecting has been carried on with satisfactory results. From one section of the eastern lead, in ground which has been thoroughly tested, the general manager estimates a profit of over £150,000. He also gives details of other valuable discoveries, from which further large profits are assured. The Government of Ceylon has made a slight reduction of 81 per cent in the tin duty since the last report. After payment of dividends, amounting altogether to £32,002, The directors have decided to write off property amount £11,919, carrying forward to this year the balance of £20,985; by so doing the "capital expenditure" account has now been written down to £120,000.

TRAINING AND WEIGHT.
A correspondent, writing in the *Lancet* upon comparison of the effects of training upon the weight of the two University crews who rowed the last race, points out that the Oxford crew as a whole gained 43lb., while the Cambridge crew lost 43lb. The correspondent remarks on the fact that the crew which won easily in a "record" time actually put on weight as the result of their training while the losing crew lost more than 36st, and suggests that in selecting a crew preference should be given to men who do not need to be trained down. Very significant is the fact that, while the losing eight were all rowed out at the end of the race the only Oxford man to show signs of exhaustion was one of the two who lost weight.

WEATHER REPORT.

On the 16th at 11.55 a.m.—The barometer has risen considerably over Japan and the Loochoos and a moderate rise has taken place also, over S. China. Pressure is inclined to give way over N. China.

The high pressure area has shifted Eastward and lies now over Japan. Pressure continues relatively low over the N.W. part of the China Sea. Strong winds and squally unsettled weather will continue to prevail over the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.78 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood... (N.E. winds, fresh.)

South coast of China between Same as No. 1.

Hongkong and Loochoos... Same as No. 1.

South coast of China between Same as No. 1.

Hongkong and Loochoos... Same as No. 1.

E. winds, strong; squally, rainy.

CANCER PROBLEM.

RESULTS OF TEN YEARS' RESEARCH.

The encouraging results of the ten years' work of the Imperial Cancer Research Fund were outlined to a representative of the *Evening Standard* by Dr. E. F. Bashford, the director.

Dr. Bashford, who has just been awarded the Walker Prize of £100 by the Royal College of Surgeons for the best original work on the pathology and therapeutics of cancer, takes a most hopeful view of the outcome of the experiments at present being carried on with a view to the elimination of one of the most dreaded of human scourges.

The investigations of the Cancer Research Fund, which was founded on the initiative of the late King Edward, have acquired a world-wide extent on the incidence of cancer in different races of mankind, living under unimproved conditions, and its occurrence throughout the entire animal kingdom, and have had the important bearing upon the statistics of cancer as embodied in the reports of the Registrar-General.

Perhaps, however, the part of the investigations which has commanded attention not only at home but throughout the world has been the extent to which the experimental investigation of cancer has been developed by Dr. Bashford, and in that respect he must be regarded as the founder of experimental cancer investigation in England.

NOT COMMUNICABLE.
"The investigations of the past ten years," said Dr. Bashford, "have narrowed down the cancer problem to an extent previously impossible. As far as experiment permits of any conclusion, it is demonstrated that the disease is not communicable from one individual to another, but always arises afresh in each individual."

"Thus many of the old conceptions, which sought for a common cause for all the many and varied forms of cancer, such as cancer parasite, or the growth of congenital germs of necessity doing a large number of mankind to death have gone by the board. In their place the problem has been resolved into a question of the circumstances peculiar to the individual in which the disease arises."

"It has been demonstrated for many races of mankind that the occurrence of the disease is determined by the practice of peculiar customs involving the chronic irritation of tissues, and by suitable irritations certain forms of cancer could be produced at will in mice."

"Just as it is certain that if the exotic customs of various native races were introduced into England, that the frequency of cancer in England would at once increase, so it appears practically certain that native races in which it is rare become correspondingly exempt in proportion as they discarded those practices."

FUTURE INVESTIGATION.
"It may be that future investigation will show that a corresponding diminution in the frequency of cancer as it occurs in England—under the present conditions of existence—may be diminished by avoiding insults to which at the present time the human body is subjected in the course of following occupations, or it may be, including in various whims of the appetite."

"In short, investigation has gone a long way to prove that the disease, when present, is almost certainly acquired, and therefore will ultimately be probably found to be to a large extent avoidable."

"The result of ten years' work, not only in England but in all other countries in which there are centres of cancer, is that a more hopeful outlook obtains in regard to the cancer problem than at any time in the history of medicine."

"Not the least significant feature in again awakening hope of a cure being ultimately found has been the demonstration of the fact, so long disputed in the case of man, that animals suffering from cancer can and do cure themselves of the disease."

"The immediate object of experiments is, of course, the unravelling of the mechanism whereby animals are cured, and this, and although an immediate solution is not in sight, it ought not to be beyond human endeavour to elucidate the means whereby animals cure themselves, and to apply the results to the treatment of the disease in man."

LATEST STEAMER MOVEMENTS.
The Barber Line str. *Suruga* left New York on the 29th ultimo, and is therefore due here on or about the 18th inst.

The Appear str. *Catherine Apcar* from Calcutta left Singapore on the 12th inst., and may be expected here on or about the 18th inst.

The cargo of Silk shipped on board the M.M. str. *Polynesia*, which left this port on the 11th ult., was delivered in Lyons on the 15th inst.

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47

SHIPPING IN PORT.

STEAMERS.
AWA MARU, Japanese str., 3,911, Iriwawa, 14th May—Seattle 11th April, General—Nippon Yusen Kaisha.
BLOHNSON, British str., 1,958, J. E. Pattison, 6th May—Singapore 30th April, General—Shewan, Tomes & Co.
CARL DIEDERICHSEN, German str., 774, Chr. Jurgensen, 13th May—Haiphong 11th May, Coal—Jensen & Co.
CHIPPING, British str., 1,190, F. J. Mooney, 15th May—Hants and Southampton 7th May, General—Tardine, Matheson & Co.
E. FRANK FERRIS, American str., 3,948, B. Cabel, 15th May—Trieste, Bombay and Singapore 9th May, General—Sander, Wied & Co.
ELAN, British str., 2,571, Milner, 12th May—Shanghai 8th May, Ballast—Asiatic Petroleum Co.
EMPRESS OF JAPAN, British str., 3,039, S. Robinson, R.N., 12th May—Vancouver 23rd April, Mails and General—Canadian Pacific Railway Co.
GERMANIA, German str., 600, C. Sopen, 10th May—Sydney via Islands 15th March, Copra—Siemens & Co.
GREGORY APCAR, British str., 2,961, S. H. Belson, 14th May—Kobe 7th and Moji 10th May, Coal and General—David Sassoon & Co.
HELEN, German str., 771, H. Bondiken, 13th May—Quilichon, General—Jensen & Co.
INDOOR FONE, American str., 1,027, F. Xandoro, 7th May—Manila 3rd May, Barretto—Order.
JOHANN, German str., 952, M. Tpland, 13th May—Haiphong 10th, Molthow 12th May, Rice—Jensen & Co.
KRONOWAL, German str., 1,115, J. Kihler, 7th May—Singapore 1st May—Butterfield & Swire.
KUKIANG, British str., 1,228, Robertson, 10th May—Chinkiang 6th May, General—Butterfield & Swire.
KWANTON, Chinese str., 1,555, Stewart—C. M. S. N. Co.
LINAN, British str., 1,350, C. C. Williams, 15th May—Shanghai 12th May, General—Butterfield & Swire.
LUCROW, British str., 1,216, W. Baddley, 7th May—Chefoo 2nd May, Beans—Butterfield & Swire.
LIEBMOON, German str., 1,238, v. Pilgrim, 12th May—Saigon 9th May, Rice and General—Hamburg-Amerika Linie.
MSRAPI, British str., 1,480, E. Uldall, 5th May—Samarang and Singapore 29th April, Sugar—Chinese.
PERRIA, British str., 2,744, A. Locketh, 9th May—San Francisco 12th April, Mills and General—P. M. S.S. Co.
QUINTA, German str., 900, Schlesinger, 12th May—Bangkok via Swatow 5th May, Rice—Siemens & Co.
RAJAH, German str., 1,275, H. C. Rohen, 11th May—Bangkok 4th May, Rice and Teakwood—Butterfield & Swire.
RYGA, Norwegian str., 3,459, E. Meyer, 4th May—Portland and Moji 28th April, Flour and Coal—Portland & Asiatic S.S. Co.
SAINT KILDA, British str., 2,469, John Lewis, 10th May—Barry 25th March, Coal—Order.
SELENA, British str., 3,127, Stratton, 1st May—San Francisco, Kerosene Oil—Asiatic Petroleum Co.
SHINSHU MARU, Japanese str., 2,450, T. Okuma, 14th May—Moji and Japan 8th May, Coal—Mitsui Bussan Kaisha.
SIBEL, Russian str., 2,179, Levonias, 10th May—Moji 4th May, Coal—Bradley & Co.
SINGAN, British str., 1,047, F. Jamieson, 15th May—Haiphong 12th and Hoilow 14th May, General—Butterfield & Swire.
SUTLAN, VAN LANGKAT, Dutch str., 2,293, Lagay, 3rd May—Singapore 27th April, Kerosene Oil—Asiatic Petroleum Co.
TITAN, British str., 4,735, Evans, 12th May—Manila 10th May, General—Butterfield & Swire.
TYNDOSAS, Dutch str., 2,953, Jurgensen, 2nd May—Yokohama 12th and Moji 26th April, General and Coal—Java-China-Japan Lijn.
TYMAHI, Dutch str., 4,500, J. P. Scholtes, 13th May—Macao 6th May, Coal—Java-China-Japan Lijn.
TSLTAN, German str., 1,047, F. Bucking, 12th May—Bangkok and Swatow 11th May, Rice and General—Butterfield & Swire.
VESTFOLD, Norwegian str., 1,172, Berthelsen, 3rd May—Bangkok via Hoilow 24th April, Rice—China-Siam S. N. Co. Ltd.
SAILING VESSEL.
EOLIPSE, British 4-masted barque, 2,996, James White, 12th May—New York 20th Jan., Kerosene Oil—Standard Oil Co.

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TJIMAH	JAVA	First half of May	JAPAN	Second half of May
TJIPANAS	JAPAN	Second half of May	JAVA	Second half of May
TJIKINI	JAVA	Second half of May	JAPAN	Second half of May
TJILWONG	SHANGHAI	First half of June	JAVA	First half of June
TJITAREM	JAVA	First half of June	SHANGHAI	First half of June
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SHANGHAI, MOJI, KOBE and YOKOHAMA	POONA	About 19th May	Freight only.
SHANGHAI	DELHI	About 25th May	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DEVANHA	Noon, 27th May	See Special Advertisements.
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA	About 31st May	Freight and Passage.
SHANGHAI, MOJI, KOBE, NUBIA and YOKOHAMA	Capl. F. J. Fox	About 1st June	Freight and Passage.

For Further Particulars apply to
E. A. HEWETT,
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Hongkong, 17th May, 1911.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
AMOI and SHANGHAI	"KUNGLANG"	On 17th May, 4 P.M.
HONGKONG and HAIPHONG	"SINGAN"	On 18th May, 9 A.M.
SHANGHAI	"LUCHOW"	On 18th May, 4 P.M.
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Hongkong, 17th May, 1911.

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SWATOW, AMOI and FOOCHOW AND RETURN.		
(Occupying 9 to 10 Days).		
STEAMSHIPS	CAPTAIN	LEAVING.
"SAICHING"	Capl. W. C. Passmore	FRIDAY, 19th May, at 11 A.M.
"HAIYANG"	Capl. A. B. Hodgins	TUESDAY, 23rd May, at 11 A.M.
"HAIYAN"	Capl. J. S. Roach	FRIDAY, 26th May, at 11 A.M.

FOR SWATOW AND RETURN.
(Occupying 3 Days).

"HAIMUN" Capl. J. W. Evans WED'DAY, 17th May, at 11 A.M.
SUNDAY, 21st May, at 10 A.M.

During the Months of July and August, RETURN TICKETS available for Three
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Hongkong, 17th May, 1911.

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OUTWARD.		
FOR SHANGHAI, KOBE & YOKOHAMA:		
S.S. SCANDIA	18th May	
S.S. SLAVONIA	4th June	
S.S. SEGOVIA	15th June	
S.S. SEPZIA	1st July	
S.S. SILEZIA	12th July	
S.S. C. FERD. LAEISZ	28th July	
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Hongkong, 12th May, 1911.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)		
FOR TIENTSIN VIA WEIHAIWEI	"CHIEPHING"	Friday, 19th May, Noon.
FOR MANILA	"LOONGSANG"	Friday, 20th May, 2 P.M.
FOR SHANGHAI VIA NINGPO	"HANGSANG"	Sunday, 21st May, D'Light.
FOR SHANGHAI, KOBE and MOJI	"FOOKSANG"	Monday, 29th May, Noon.
FOR SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Wednesday, 31st May, Noon.

RETURN TOURS TO JAPAN,
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Hongkong, 17th May, 1911.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, SUEZ and PORTSAID	MISHIMA MARU Capl. A. E. Moses	9,000.	WED'DAY, 24th May, at Daylight
	KAGA MARU Capl. M. Hagino	7,000.	WED'DAY, 7th June, at Daylight
	ATSUTA MARU Capl. Wm. Thompson	9,000.	WED'DAY, 21st June, at Daylight
VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capl. B. Kon	7,000.	SATURDAY, 20th May, from Kobe
	AWA MARU Capl. Iizawa	7,000.	TUESDAY, 23rd May, at 4 P.M.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	INABA MARU Capl. S. Tominaga	7,000.	TUESDAY, 20th June, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capl. J. Nagao	5,000.	FRIDAY, 2nd June, at Noon.
	NIKKO MARU Capl. M. Yagi	6,000.	FRIDAY, 7th July, at Noon.
SHANGHAI, MOJI, KOBE and YOKOHAMA	CEYLON MARU Capl. Fred. Pyne	6,000.	WED'DAY, 24th May.
KOBE and YOKOHAMA	HITACHI MARU Capl. T. Yamawaki	7,000.	THURSDAY, 25th May, at 11 A.M.
BOMBAY via SINGAPORE, and COLOMBO	TOSA MARU Capl. H. Namura	6,000.	TUESDAY, 30th May.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capl. M. Yagi	6,000.	WED'DAY, 7th June, at Noon.

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1st CLASS	\$120	\$110	\$100	\$90
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14-40]

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HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	TONS	SAILING DATES
KOREA	18,000	SUNDAY, 23rd May, at NOON.
SIBERIA	18,000	FRIDAY, 9th June, at 1 P.M.
MANCHURIA	27,000	SATURDAY, 24th June, at 1 P.M.
MONGOLIA	18,000	SATURDAY, 15th July, at 1 P.M.
KOREA	18,000	FRIDAY, 11th Aug., at 1 P.M.
SIBERIA	18,000	FRIDAY, 26th Aug., at 1 P.M.
MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.

* Twin Screws.
All Steamers are Equipped with Wireless Telegraphy.
THE P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO via
KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and
HONOLULU, SUNDAY, 28th May, at Noon.
FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX
MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH and MEALS
ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.
To European Ports: Officials of any European Naval, Military, Diplomatic, Consular
and/or Civil Services located in Asia, to European Officials in the Service of the Government
of China and Japan. To United States Ports: Commissioned Officers of the United States
Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul General, Consul and Vice-Consul
stationed at Ports of Call. To United States and Canadian Ports: Members of the Naval,
Military, Diplomatic and Consular Officials of the Governments of China and Japan. These
Special Rates apply when travelling at their own expense and to their families. To all points:
—Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA	9,000 Tons	FRIDAY, 19th May, at 1 P.M.
CHINA	10,200 Tons	FRIDAY, 16th June, at 1 P.M.
		FRIDAY, 7th July, at 1 P.M.

THE S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGA-
SAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 19th May, at 1 P.M.
On the Fine MAIL Steamers, CHINA and PERSIA First Class.
SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON: via Canadian Atlantic Ports \$43.
via New York " " \$45.
HONGKONG TO SAN FRANCISCO " " \$25.
Through Bills of Lading issued to Japan, North, Central and South American Ports.
For further information as to Passage and Freight, apply to the Agency of the Companies,
KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.Head Office for the Far East:— 16, DES VŒUX ROAD, HONGKONG.
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and
TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.
CHIEF OFFICE:—LUDGATE CIRCUS LONDON, E.C.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO
to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC
LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	TONS	CAPTAIN	DATE OF SAILING
NIPPON MARU	11,000	H. S. Smith	FRIDAY, June 2nd, 1 P.M.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, June 30th, 1 P.M.
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, July 21st, 1 P.M.
TENYO MARU	21,000	E. Bent	FRIDAY, July 23rd, 1 P.M.

* Triple Screws, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.
THE Twin Screw Steamer "NIPPON MARU" will be despatched for SAN
FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKO-
HAMA and HONOLULU, on FRIDAY, 2nd June, at 1 P.M.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO),
Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	TONS	CAPTAIN	DATE OF SAILING
HONGKONG MARU	11,000	H. Hinokuma	SATURDAY, June 17th, 1 P.M.
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, 1 P.M.
BUYO MARU	10,500	K. Hashimoto	SATURDAY, Oct. 14th, 1 P.M.

THE Steamer "HONGKONG MARU" will be despatched for MOJI, KOBE, YOKO-
HAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO,
IQUIQUE, VALPARAISO and CORONEL on SATURDAY, 17th June, at 1 P.M.

FARES FROM HONGKONG.

TO SAN FRANCISCO	£ 45-0-0 Single
" NEW YORK	£ 60-0-0 "
" LONDON	£ 71-10-0 "
" " " " " " " "	£ 120-0-0 Return, 6 Months
" " " " " " " "	£ 125-0-0 " 24 "
" SALINA CRUZ or MANZANILLO	Yen. 420.00, Single
" VALPARAISO	Yen. 570.00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their
families when travelling at their own expense:—
TO EUROPEAN PORTS:—Officials of any European Naval, Military, Diplomatic,
Consular or Civil Services located in Asia, European Officials in the Service of the Govern-
ment of China and Japan.

TO CANADIAN AND UNITED STATES PORTS:—Commissioned Officers of the
United States Army, Navy, and U.S.A. Consular Officials stationed at Ports of Call.
TO ALL PORTS:—Missionaries and their families.
(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent
cuisine and accommodation.
"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and
Triple Screws. Record Speed 21½ knots.
Through Bills of Lading issued to North, Central and South American Ports.
For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, LOCAL MANAGER,
King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest
and fastest route, from the Pacific Coast to Chicago). Taking
cargo on through Bills of Lading to all Overland Common Points
in the U.S.A. and Canada, also to the principal ports in Mexico,
Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"SEATTLE MARU"	6,182	TUESDAY, 13th June, at 11 A.M.
	"CHICAGO MARU"	6,182	WED'DAY, 12th July, at 11 A.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 30th May, at 11 A.M.
	"MEXICO MARU"	6,061	TUESDAY, 27th June, at 11 A.M.
	"CANADA MARU"	6,063	TUESDAY, 25th July, at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage
Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low
Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention
given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING via SWATOW and AMOI	"SOSHU MARU"	WED'DAY, 17th May, at 10 A.M.
TAMSUI via SWATOW, and AMOI	"DAIGI MARU"	SUNDAY, 21st May, at 10 A.M.
FOOCHOW via SWATOW and AMOI	"CHOSHUN MARU"	WED'DAY, 24th May, at 10 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local
Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,
MANAGER

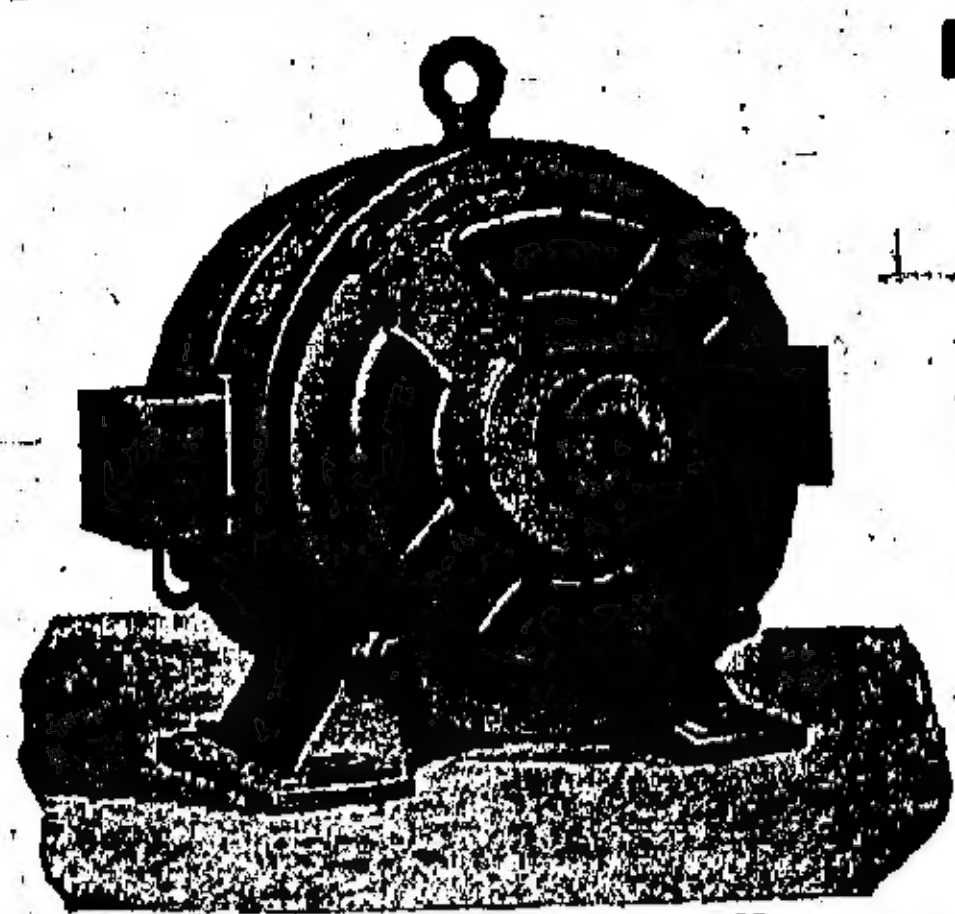
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"The Beer That's Brewed to Suit The Climate"

O. B.

BEER.

"Just Try It"



Titan

ELEKTIZITÄTS
ACTIENGESellschaft

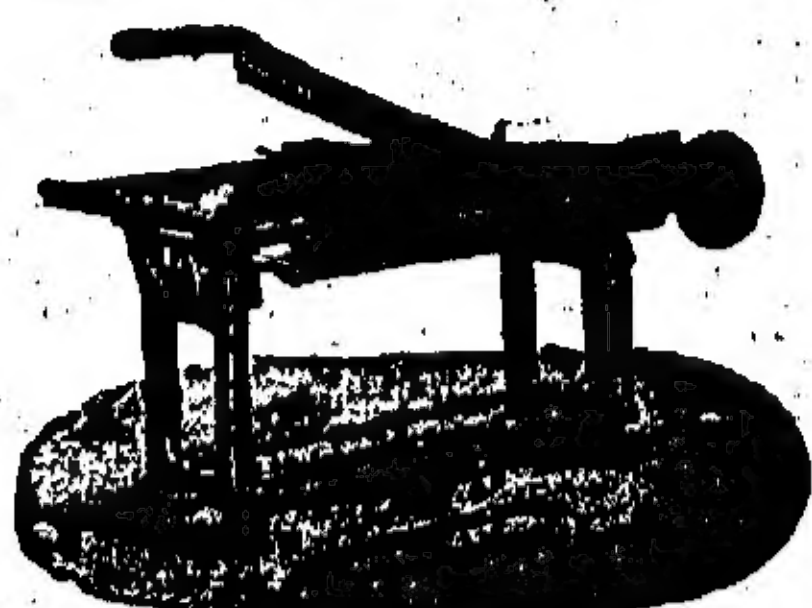
BERGERHOF RHLD.

ELECTRIC MOTORS,
DYNAMOS,
VENTILATORS,
AND ALL KINDS OF
ELECTRIC GOODS.

SOLE REPRESENTATIVE FOR HONGKONG AND CHINA:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960. [3-6]

AUGUST FOMM LEIPZIG - R
MANUFACTURERS OF



MACHINES AND PRESSES

FOR
PRINTING AND
BOOKBINDING.

SOLE REPRESENTATIVE FOR HONGKONG AND CHINA:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960. [4-7]

H O E H L

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The *Derfingler*, with the German Mail of the 19th ult., left Singapore on Saturday, the 13th inst., at 9 a.m., and may be expected here today at 2 p.m.

The *Chinkua*, with the Siberian Mail, is due to arrive here to-day.

FOR	PER	DATE
Swatow, Amoy and Amoy	Sosho Maru	Wednesday, 17th, 9.00 A.M.
Swatow and Bangkok	Qinda	Wednesday, 17th, 9.00 A.M.
Amoy	Hong Wan I	Wednesday, 17th, 9.00 A.M.
Swatow	Hurman	Wednesday, 17th, 10.00 A.M.
Singapore, Penang and Colombo	Sied a	Wednesday, 17th, 10.00 A.M.
Port Bayard	Suichong	Wednesday, 17th, 1.00 P.M.
Macao	Sui Tai	Wednesday, 17th, 1.15 P.M.
Singapore, Penang and Colombo	Flintshire	Wednesday, 17th, 2.00 P.M.
Kuching, Kobe, Yokohama, Victoria	Titan	Wednesday, 17th, 2.00 P.M.
Tacoma, Vancouver and Seattle	Kinkiang	Wednesday, 17th, 3.00 P.M.
Amoy and Shanghai	Shinshu Maru	Wednesday, 17th, 3.00 P.M.
Saigon	Helene	Wednesday, 17th, 5.00 P.M.
Swatow		
Hokow and Haiphong	Singen	Thursday, 18th, 8.00 A.M.
Hokow and Haiphong	Carl Diederichsen	Thursday, 18th, 8.00 A.M.
Shanghai, Yokohama and Kobe	E. F. Ferdinand	Thursday, 18th, 11.00 A.M.
Macao	Sui Tai	Thursday, 18th, 1.15 P.M.
Shanghai	Luchow	Thursday, 18th, 3.00 P.M.
Swatow, Amoy and Focchow	Heichow	Friday, 19th, 10.00 A.M.
Waihaiwei and Tientsin	Chipsing	Friday, 19th, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA,
SHIMIZU, YOKOHAMA, HONOLULU AND
SAN FRANCISCO

Koror, Yap, Ulai, Saipan, Truk, Ponape,
Kusaie, Jaluit, Neuru, Rabaul, Sydney,
Hobart, Launceston, New Zealand, Dunedin,
Melbourne, Adelaide, Perth and Fremantle
Manila, Cebu, Iloilo, Yau, Angkor, Friedrich
Wilhelmsafen, Ralau, Harbertsholm,
Matupi, Brisbane, Sydney, Hobart,
Launceston, New Zealand, Dunedin, Mel-
bourne, Adelaide, Perth and Fremantle
Batavia, Cheribon, Samarang and Sourabaya
Manila, Cebu and Iloilo
Tientsin
Manila, Cebu and Iloilo

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA,
VICTORIA AND VANCOUVER (B.C.)
SIBERIAN MAIL TO EUROPE

Ningpo and Shanghai
Swatow
Swatow, Amoy and Focchow

EUROPE, &C., INDIA VIA TUTUCORIN
(Late Letters 11.00 A.M. to NOON. Extra
Postage 10 cents.)
(Letters posted in all the Pillar Boxes in
time for the first clearance will be
included in this contract mail.)

Manila, Cebu and Iloilo
Keelung, Shanghai, Mei, Kobe, Yokohama,
Victoria B.C. and Seattle
Singapore, Penang and Colombo
EUROPE, &C., INDIA VIA TUTUCORIN
(Late Letters 11.00 A.M. to NOON. Extra
Postage 10 cents.)
(Supplementary mail on board up to the
time fixed for departure of the mail
(Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes
in time for the first clearance will be
included in this contract mail.)
The Parcel mail will be closed Friday
the 26th inst. at 5 p.m.

Persia ...

Germany ...

Prins Sigismund ...

Tjibodas ...

Loongang ...

Hutchow ...

Zofre ...

Empress of Japan ...

Hangsang ...

Haikang ...

Australian ...

Teau ...

Awa Maru ...

Mulima Maru ...

Devanah ...

COMMERCIAL.

EXCHANGE

CLOSING QUOTATIONS.

May 16th

ON LONDON:	
Telegraphic Transfer	194
Bank Bills, on demand	194
Bank Bills, at 30 days sight	194
Bank Bills, at 4 months sight	194
Credit, at 4 months sight	194
Documentary Bills 4 months sight	194
ON PARIS:	
Bank Bills, on demand	230
Credit, at 4 months sight	234
ON GERMANY:	
On demand	186
ON NEW YORK:	
Bank Bills, on demand	44
Credit, at 60 days sight	45
ON HONGKONG:	
Telegraphic Transfer	135
Bank, on demand	135
ON SHANGHAI:	
Bank, at sight	74
Private, 30 days sight	75
ON YOKOHAMA:	
On demand	89
ON MANILA:	
On demand	82
ON SINGAPORE:	
On demand	77
ON HATYAI:	
On demand	109
ON HAIPHONG:	
On demand	13
ON SAIGON:	
On demand	1
ON BANGKOK:	
On demand	84
SOVEREIGNS, Bank's Buying Rate	\$10.95
GOLD LEAF, 100 fine, per tael	\$57.00
BAR SILVER, per oz.	24 1/2

SUBSIDIARY COINS.

	per cent
Chinese 20 cents pieces	\$7.02 discount
Chinese 10 "	\$7.30 "
Hongkong 20 "	\$6.85 "
Hongkong 10 "	\$7.18 "

SHARE LIST—QUOTATIONS. HONGKONG, MAY 16th, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$59, sellers
National Bank of China, Limited	99,925	27	26	\$58, buyers
China Bank, Limited	60,000	12	all	\$9.
China Light and Power Company, Limited	50,000	45	all	\$1.10, buyers
China Provident, Loan & Mortgage Co., Ltd.	50,000	11	all	\$7.
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	11s. 50	all	11s. 65.
Hongkong Cotton Spinning Co., Ltd.	125,000	110	all	\$5, sellers
International Cotton Manufacturing Co., Ltd.	10,000	11s. 75	all	11s. 48.
Leow-Kung-Mow Cotton Spinning Co., Ltd.	8,000	11s. 100	all	11s. 57.
Sui Choo Cotton Spinning Co., Limited	20,000	11s. 50	all	11s. 21.
Dairy Farm Company, Limited	40,000	7s. 50	all	\$2 1/2.
DOCKS AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$50, sellers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$55.
New Amoy Dock Co., Limited	10,000	\$50	all	\$7 1/2, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	11s. 100	all	11s. 50.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	11s. 100	all	11s. 79, sales
Green Island Cement Co., Limited	18,000	\$25	all	\$5, buyers
Hongkong and China Gas Co., Limited	400,000	11c.	all	\$3, buyers
Hongkong Electric Co., Limited	7,000	410	all	\$19 1/2, buyers
Hongkong Hotel Company, Limited	60,000	110	all	\$21
Manila Metropolitan Hotel Limited	12,000	\$50	all	\$25 1/2.
Hongkong Ice Company, Limited	8,000	Pa. 10	all	\$11.
Hongkong Ropes Company, Limited	15,000	\$25	all	\$185.
Hongkong Steam Navigation Co., Limited	60,000	110	all	\$16 1/2, buyers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$7 1/2, buyers
INSURANCE.				
Canton Insurance Office Co., Limited	10,000	\$250	all	\$180.
China Fire Insurance Co., Limited	20,000	\$100	all	\$118, buyers
China Traders Insurance Co., Limited	24,000	\$33.33	all	\$25, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	all	\$25, buyers
North China Insurance Co., Limited	10,000	\$15	all	\$15 1/2, x.d.
Union Insurance Society, Limited	12,400	\$250	all	\$315.
Yangtze Insurance Association, Limited	12,000	\$100	all	\$190, buyers
LANDS AND BUILDINGS.				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$95, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$6 1/2, sales
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$25, sellers
Shanghai Land Investment Co., Limited	78,000	11s. 50	all	11s. 99.
West Point Building Co., Limited	12,500	\$50	all	\$47.
Mining.				
Société Française des Charbonnages du Tonkin	16,000	Fes. 250	all	\$700.
Huab Australian Gold Mining Co., Ltd.	200,000	41	all	\$3.30.
Peak Tramways Co., Limited	25,000	\$10	all	\$13.
Philippine Co., Limited	50,000	\$10	all	\$11.10, buyers
REFINERIES.				
China Sugar Refining Co., Limited	75,000	\$10	all	\$5, buyers
Luxon Sugar Refining Co., Limited	20,000	\$100	all	\$98, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	7,000	\$25	all	\$20.
Douglas Steamship Co., Limited	30,000	\$25	all	\$10, sales & buy.
Hongkong, Canton & Macao S.S. Co., Ltd.	20,000	\$50	all	\$19.
Indo-China Steam Navigation Co., Ltd.	80,000	\$15	all	\$23 1/2, buyers
Shell Transport & Trading Co., Limited	60,000 pref.	25	all	\$67, bu. 1/2 don.
Star Ferry Company, Limited	60,000 def.	21	all	\$65.5.
South China Morning Post, Limited	2,500,000	\$1	all	88, buyers
Steam Laundry Company, Limited	10,000	\$10	all	\$26, buyers
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	5,000	\$25	all	\$16.
Wm. Powell, Limited	10,000	\$5	all	\$45, sellers
Watkins, Limited	15,000	\$7	all	\$9, buyers
A. S. Watson & Co., Limited	10,000	\$10	all	\$13.10, buyers
Wong Yee, Limited	10,000	\$10	all	\$8, buyers
H. Price & Co., Ltd.	3,000	\$10	all	\$12, buyers
United Asiatic Oriental Agency, Limited	15,000	\$10	all	\$12 x div. buy.
Union Waterboat Co., Limited	9,900 ordy.	10	all	\$4 \$10, sellers
	100 fliers	10	all	\$300.
	50,000	\$11	all	\$62, buyers

WILLIAM C. JACK & CO., LTD.

SOLE AGENTS FOR THE IDEAL LIGHT.

THE OSRAM LAMP

WHAT IT DOES

IT EFFECTS ENORMOUS REDUCTIONS in electric light bills.
IT BURNS ELECTRIC LIGHT ABSOLUTELY THE CHEAPEST ILLUMINANT, and thus brings this mode of lighting within reach of all.
IT PAYS FOR ITSELF in about 150 hours on account of its great current-saving properties.
THE 15 WATT (app. 16 H.C.P.) OSRAM LAMP gives 20 HOURS LIGHT FOR ONE PENNY.
THE 40 WATT (app. 32 H.C.P.) OSRAM LAMP gives 25 hours light for the consumption of one unit of current.
THE OSRAM LAMP has an average life of over 2,000 hours, and during the whole of that period its initial cost is practically undiminished.
IT CONSUMES only approximately 1 watt per Hefner candle-power as against 4 watts consumed by a carbon filament lamp.
SEE THE WORD "OSRAM" IS ON EVERY BULB.

THE OSRAM LAMP

WHAT IT DOES NOT

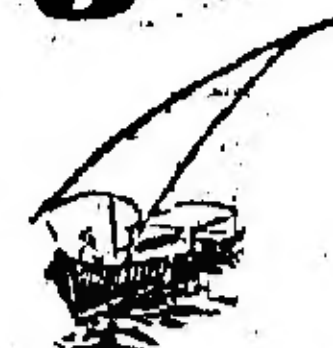
IT DOES NOT deteriorate in light even after 2,000 hours burning.
IT DOES NOT, although its initial cost is more, PROVE AS EXPENSIVE AS AN ORDINARY CARBON LAMP, for it lasts four times as long, and consumes one-quarter the current ALL THE TIME.
IT DOES NOT require any special installing, burns in any position on any lighting circuit and fits existing lampholders.
THE OSRAM LAMP DOES NOT BLACKEN.
IT DOES NOT GET HOT. The Osram Lamp, although giving four times the light of a carbon lamp, does not generate heat to any extent. This, added to its other advantages, makes it the ideal Lamp for private houses.
THE HIGH CANDLE-POWER LAMP DOES NOT take as much current as the Enclosed Arc Lamp, and is rapidly displacing this latter form of lighting, being cheaper in first cost and cheaper to maintain.
SEE THE WORD "O-RAM" (Patent G.E.C. nothing more) IS ON EVERY BULB.

Printed and Published by ALFRED NORMAN KEMP for the Concerned at 10A Des Vaux Road Central, Victoria, Hongkong; London Office, 131, Fleet Street, E.C.

THE CIGARETTES OF DISTINCTION



Bouton Rouge and Felucca



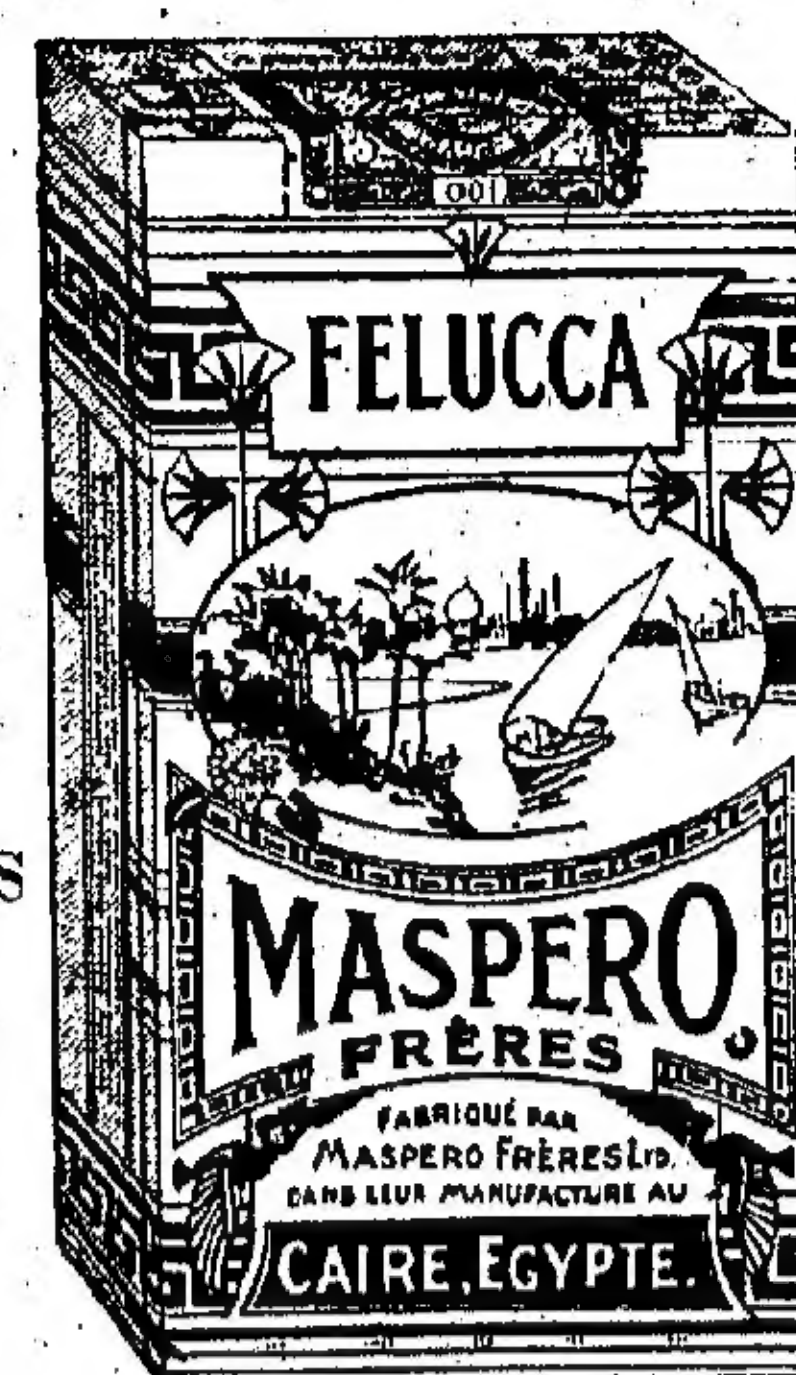
A LUXURY TO
THE MAN
OF TASTE

IN 50's & 100's

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80
PER 100

FROM ALL TOBACCONISTS.



THE NESTLÉ & ANGLO-SWISS CONDENSED MILK CO.

CHAM (SWITZERLAND) AND LONDON.

Another Famous Product of the above
Company is its

Milkmaid



Milk

GUARANTEED
FULL CREAM.

LARGEST SALE
IN THE
WORLD.

STERILIZED NATURAL MILK.

A trial of which will satisfy you of its
EXCELLENCE.

PRICE:
20 Cents Per Tin.
\$2.50 Per Doz. Tins.
\$9.00 Per Case of 4 Doz. Tins.

ON SALE AT—
LANE, CRAWFORD & Co.
KWAN TEE, Queen's Road Central.
CHEONG TEE, Queen's Road Central.
MAN YUEN, Queen's Road East.
NAM HING LOONG, Queen's Road Central.
MUTUAL STORES, Queen's Road Central.
HONGKONG CO-OPERATIVE SOCIETY,
11, Canton Road.

WELSH'S

GRAPE

JUICE



PURE

REFRESHING

WHOLESOME

OBTAINABLE FROM

H. PRICE & CO., LTD.,

12, QUEEN'S ROAD, CENTRAL,
HONGKONG.

TO-DAY

9 P.M.—"The Folies" at Theatre Royal.

FORTHCOMING EVENTS.
Saturday, 20th May—Ordinary Annual General Meeting of Peak Tramways Co., Ltd., at Hongkong Hotel, 11.30 A.M.
Saturday, 24th June—Extraordinary General Meeting of the National Bank of China, Ltd., 12.30 P.M.

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE
AT HONGKONG

FOR
DEMAND DRAFTS ON HOMBAY
On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1909;
ALSO
RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.
PAID: \$1 Cash.
On Sale at the "DAILY PRESS" Office, or Local Booksellers.

OPIUM.

May 16th.

Quotations are:—

Malwa New	...	\$2,250/2,300 per picul
Malwa Old	...	\$2,320/2,350 "
Malwa Older	...	\$2,370/2,390 "
Malwa V. Old	...	\$2,420/2,450 "
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